'67 Karmann Cab
Just 68K miles from new

Turbo Notchback
Eight-second Type 3

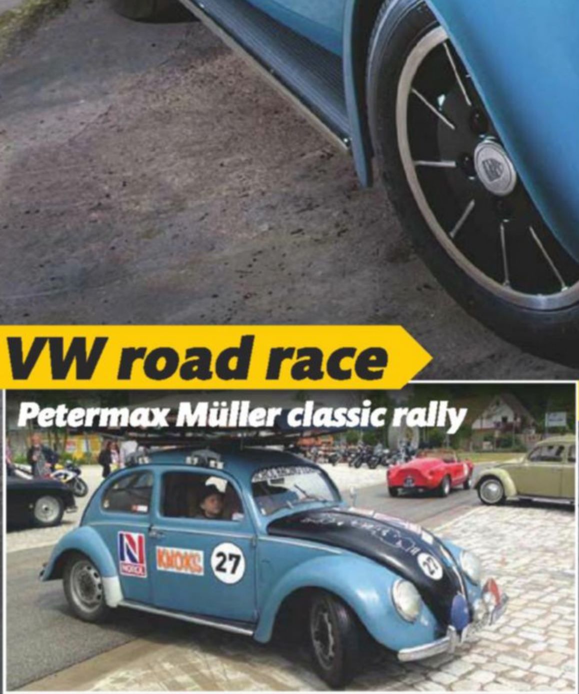
VOLKS WORLD

'55 BARNDOOR
FIRST GENERATION LOOKS WITH 21ST CENTURY UPGRADES

BEST OF THE BEST

VOLKSWORLD BEST OF SHOW!
DKP-INSPIRED '59 RAGTOP

VW road race



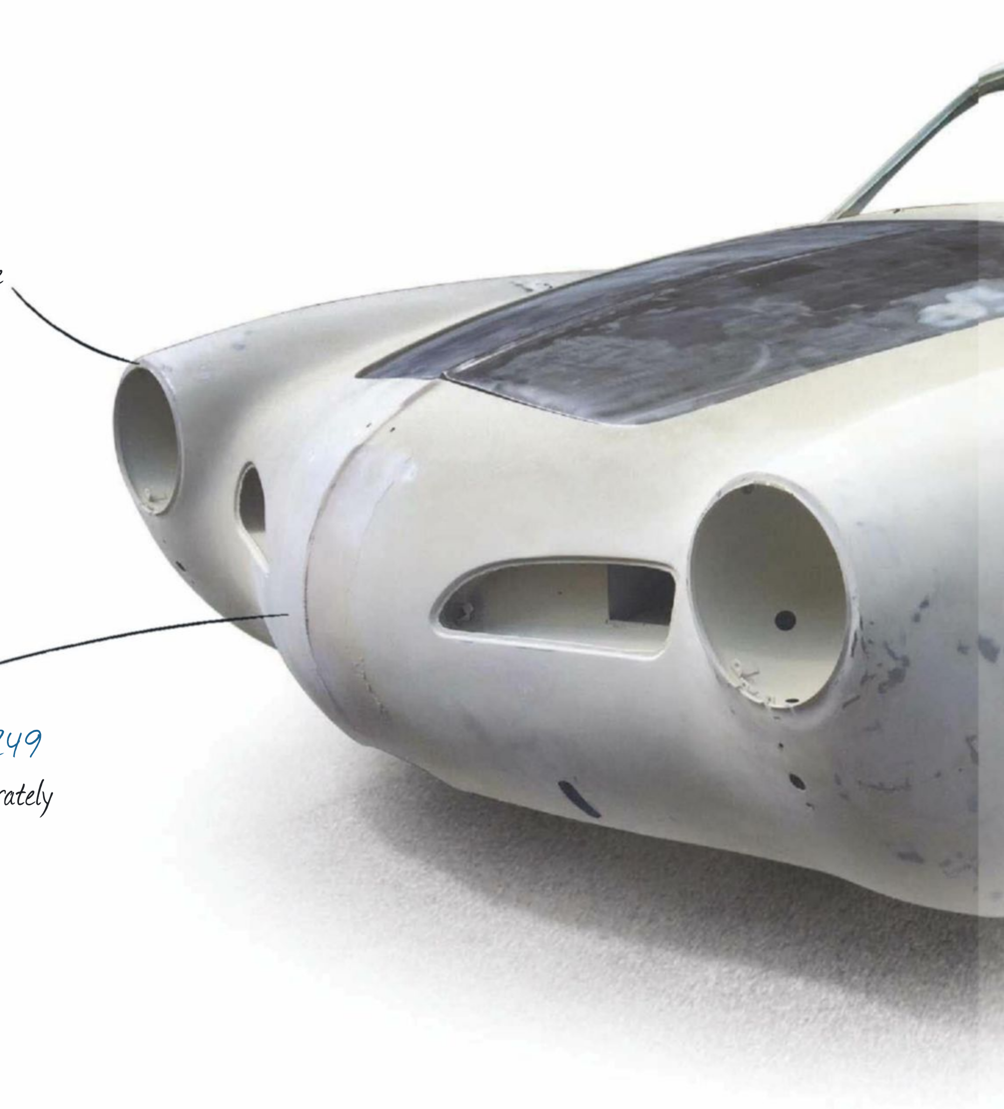
Petermax Müller classic rally

PLUS

HOW TO
Fit a rock 'n' roll bed

CAMPER&BUS SHOW
Full report from Eastnor Castle

'72 PROJECT BEETLE
Built for TV but put right in print!



Headlamp repair section,
was ~~£69.30~~ now £62.38
Add headlamp bowl for £84 per side

Nose cone outer skin,
good quality repair panel £249
Fresh air boxes available separately

‘A PROJECT WITH NO PARTS
TRUST IN OUR KNOWLEDGE AND QUALIT

TÜV approved SSP wheels
Prices from £135

Stainless steel bumper kit, US spec
£689.40

Outer sill
£67.20

Front axle 2” narrowed
£259

FREE
UK DELIVERY
ON ALL WEB
ORDERS
OVER £35

Rear wing lower repair
£68.10

01273 444 048
VWHERITAGE.COM

1960 Karmann Ghia owned by Lee Barlow, being built with VW Heritage parts.

Headliner, off white perforated vinyl. Made in USA by TMI £59.95

Heater channel, good quality reproduction £225

WILL ALWAYS BE A PROJECT'

Y COMPONENTS TO RESTORE YOUR VW

Floor pan half
was ~~£138~~ now £124.20

Front screen seal
£44.95

Boot floor repair
£44.10

Carpet set, UK made, choice of colours
£254

Brand new.
SSP engines 1200 - 2000cc UK built,
2 year warranty. Prices from £1895

vwheritage

Run by enthusiasts for enthusiasts.

ORIGINAL
CLASSIC PARTS

Classic & Modern VW Camper Insurance

YOUR CAMPER VAN INSURANCE POLICY INCLUDES:

- Cover for Modified Modern & Classic Camper Vans
- Cover up to £40K if ungaraged[2]
- Up to 10K mileage limit[2]
- Most Modifications Covered
- Up to £100,000 Legal Expenses Cover if you're in an accident that's not your fault
- UK & EU Breakdown worth over £100 - includes Homestart
- European Cover up to 90 days

FOR CLASSIC CAMPER VANS:

- FREE Agreed Value[2]
- Salvage Retention Rights[2]

> "Friendly staff and good service. A great buy insurance deal with included breakdown. The cheapest quote I could find for my campervan"

SANDRA, POYNTON, STOCKPORT
AUGUST 2015

96% reevoo of customers would recommend Carole Nash
Based on reviews from January 2015 – June 2015

Carole Nash, a name you can trust

0800 093 2941

Camper Van | Classic | Specialist | Military | Performance

cherished.carolenash.com

/insideclassics.com @insideclassics

CAROLE NASH
30TH BIRTHDAY
The care it deserves

96% reevoo of customers would recommend Carole Nash
Based on reviews from January 2015 – June 2015

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm.
[2]Terms and conditions apply, call for details. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference number 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales No 2600841.

CONTENTS
DECEMBER 2015

20

56

30

70

46

64

16

38

78

84

THIS MONTH

6 News
A new dawn at VW Heritage

8 Events
Beach Buggin' in Southsea

12 Products
It's all good stuff

14 Letters
Say what you think, do what you want

16 Readers' rides
Some real gems this month

98 VW Icons
Holdsworth Motor Caravans

FEATURE CARS

20 Cal Look Beetle
No.1 at *VolksWorld*, but built to race

30 Barndoor Bus
Old on top, but better than new below

38 Turbo Notchback
Force-fed Swedish race car

46 Beetle Cabriolet
About as good as they get

EVENT REPORT

56 *Camper&Bus* show
Fun in the sun at Eastnor Castle

64 Race to Camberg
Old Speed road racing in Germany

70 RSVP BBQ
Munching meat in the Midlands

PRACTICAL VOLKSWORLD

74 Project cars
Cathal's going back in time

78 Project cars
TV star gets a new lease of life

84 How to
Fit a rock 'n' roll bed

PRACTICAL
VolksWorld

Never miss an issue, subscribe today on page 54
Go to www.magazinesdirect.com for more information and subscription deals

WELCOME TO THE MAG

Whilst I've always been of the opinion that you can't own too much stuff, I have recently come to the conclusion that actually you can. Having too many projects on the go has taken up way too much of my limited head space of late, so I've been on a selling mission.

This all came about when my old ragtop (the good one) popped up on eBay. As it's the car I always said I'd buy back if the chance came my way, I had to step up. I arranged a viewing and drew some cash out from the bank – rather a lot as it happens, because the seller valued my old '63 at three times what I'd sold it for 12 years ago, yet it looked exactly the same, right down to the repro Speedwell tax disc holder I put in.

And that's when I decided to reign myself in. I was happy to buy my old car back at market value, plus a little extra for sentimentality, but I wasn't about to pay what everyone I spoke to considered way over market value for a car I don't need. This, in turn, made me question what do I actually want? What would make me happy because, as Tyler Durden said, "The things you own, end up owning you." And that's true.

The thing is, I already own my dream car, the vehicle I always promised myself, so everything else is superfluous. Automotive fluff that gets in the way of the things I'd rather be doing and drains my resources. Selling a few bits and pieces to make room for the ragtop I didn't buy was liberating. I'm longer worrying about when I'm going to find the time to do such and such, or paying for storage. My new mantra is 'Do whatever makes you happy.' Try it. It's worked for me, and now I have money to buy new stuff I don't really need… ■

James Peene
Group editor

VOLKS WORLD SHOW 2016
2nd-3rd April 2016
Sandown Park, Esher, Surrey

Got something to sell? Sell it at our swapmeet and get your show tickets for a bargainous price, too

VolksWorld swapmeet

Over the last 25 years, the swapmeet at The *VolksWorld* Show has grown from a few stands to a sprawling mass of some 100 tables, filled to the gunwhales with all manner of vintage VW paraphernalia.

The *VolksWorld* Show attracts swapmeeters from all over the UK and Europe, so there's always a ton of cool gear you won't have been able to buy at any other UK show. In fact, the swapmeet is the first port of call for a great many show visitors, keen to find that super-rare part before someone else beats them to it, so why not do the same?

Better still, why not get in on the action yourself and book your own swapmeet table? If you have a stash of Volkswagen parts in your garage that you can bring yourself to part with, this is the perfect opportunity to reach the biggest possible target audience, and go home with some money, too.

Anyone selling air-cooled VW parts and / or cool period merchandise is welcome.

Big news for the 2016 show is that we have taken over the organisation of the swapmeet from our long-term partners, Karmann Konnection. That means if you want to book a swapmeet table, you'll now need to book with us direct.

We always do our best to make the swapmeet as cost effective as possible for private individuals to take part in, so a table costs just £100. For that, you also get two weekend tickets and a camping plot at the show, worth £63 on their own.

To book your space before they sell out, call Nicky McKirdy on 0208 726 8342, or email her at nicky.mckirdy@timeinc.com. Alternatively, you can book a table online at www.volksworldshow.com.

Stop press. We've had a great response to the offer of FREE club plots, and now only have a few left. To reserve one before it's too late, email us at adrian.vaughan@timeinc.com

All change at VW Heritage

There was some big news at VW Heritage in September. David Ward, the founder and Managing Director has decided it's time to take on a new role, announcing himself as Chairman, with Sales Director, Barney Dines (pictured middle, right), stepping into his shoes and taking over as Managing Director.

Barney has been with VW Heritage since 2002, having previously founded Street Style and Power (SSP) and, before that, worked at Big Boys Toys in Thurrock and Volkspares in London. It's fair to say he's every bit the VW enthusiast David is, and we've no doubt will continue to run the company with the same ethos and values.

David: "Having spent 30 years building VW Heritage from a single person operation into the global business it is today, I feel it is time to pass the control over. This will allow me some more family time, but also the opportunity to work on a number of projects which are close to my heart. I'm excited to be handing Barney the reins and, along with the other directors, I'm confident VW Heritage has a very bright future ahead of it."

Barney added, "I'd like to thank David and the other directors for their belief and trust in me to take over as Managing Director, and lead VW Heritage into its 30th year. David will remain very much involved in our business so, whilst this role change will allow him to relax a little more, his position as Chairman means the company will still benefit from his experience and knowledge."

"This isn't something that's happened overnight, we've been working towards this moment for five years at least," said David. "Barney's enthusiasm and personality makes him perfect to give our company the push it needs to succeed for another 30 years."

Filling the position of Sales Director will be current Trade Sales Manager, Jeff Abbott (on the right, above). He brings 15 years' experience as an international sales manager in the action sports industry, and has been at VW Heritage for the last 18 months, learning the business. Jeff: "I'm really looking forward to helping shape the future of VW Heritage. Having been a customer for many years and having owned a few classic Volkswagens, I have been very fortunate to experience the business from all perspectives. The opportunity to be part of the next evolution of VW Heritage is extremely exciting." We wish them all well.

Photo: Steve Sharp

I love the tail lights on a Barndoor as much as the next man, or woman, but I'd rather travel by bicycle than go any distance in a stock one

Early 'doors

Is it really a case of Barndoor's best?

It seems to me the Volkswagen world has recently gone Barndoor mental. And I'm at a loss as to why this is. Even before the prices being asked for them went through the roof, they were difficult to locate parts for, expensive to find parts for and, let's be honest, they're about the worst VW ever made to drive. Enthusiasts will disagree with that last comment, of course, citing their purity and proximity to the original 'Volkswagen' concept, and I'm not disagreeing with that. It's just that, well, let's just say VW refined and improved that original design over the years that followed.

But, as I've mentioned previously, the deeper one gets into any particular hobby, the more one desires the original, or the earliest, or the most exclusive, or the hardest to find. And in Volkswagen Bus terms, unless you're one of those mentalists that see the Plattenwagen as the true genesis of the Transporter, the so-called Barndoor is all of the above. As such, in recent years, those Buses built between March 1950 and March 1955 (and the odd '49 if you include pre-production prototypes) have become the Buses to be seen in.

Initially, before the term Barndoor had even been invented, the only Transporter you could buy was a bare bones Panel Van, but as Kombis and Microbuses joined the fleet in June '50, so a meagre amount of flesh was added to those bones and a whole world outside of the tradespersons who just needed a simple but effective mobile box to transport their wares around in, started taking notice. When the Samba arrived in April 1951, the emerging middle classes started to pay attention to the new people carrier phenomenon, too.

> "What other VW can you think of that claims a 0-60 time in minutes?"

Yet still they were crude, basic and painfully slow. No joke, at times it really is quicker to walk than to travel uphill by loaded Barndoor. It took until 1952 for synchromesh to be adopted on all gears and until the following year for engine power to reach the giddy heights of 30 broken horses, at which Barndoor Split owners collectively rejoiced at their new-found ability to hit 60mph in a shade over a minute and a quarter. What other VW can you think of that claims a 0-60 time in minutes?

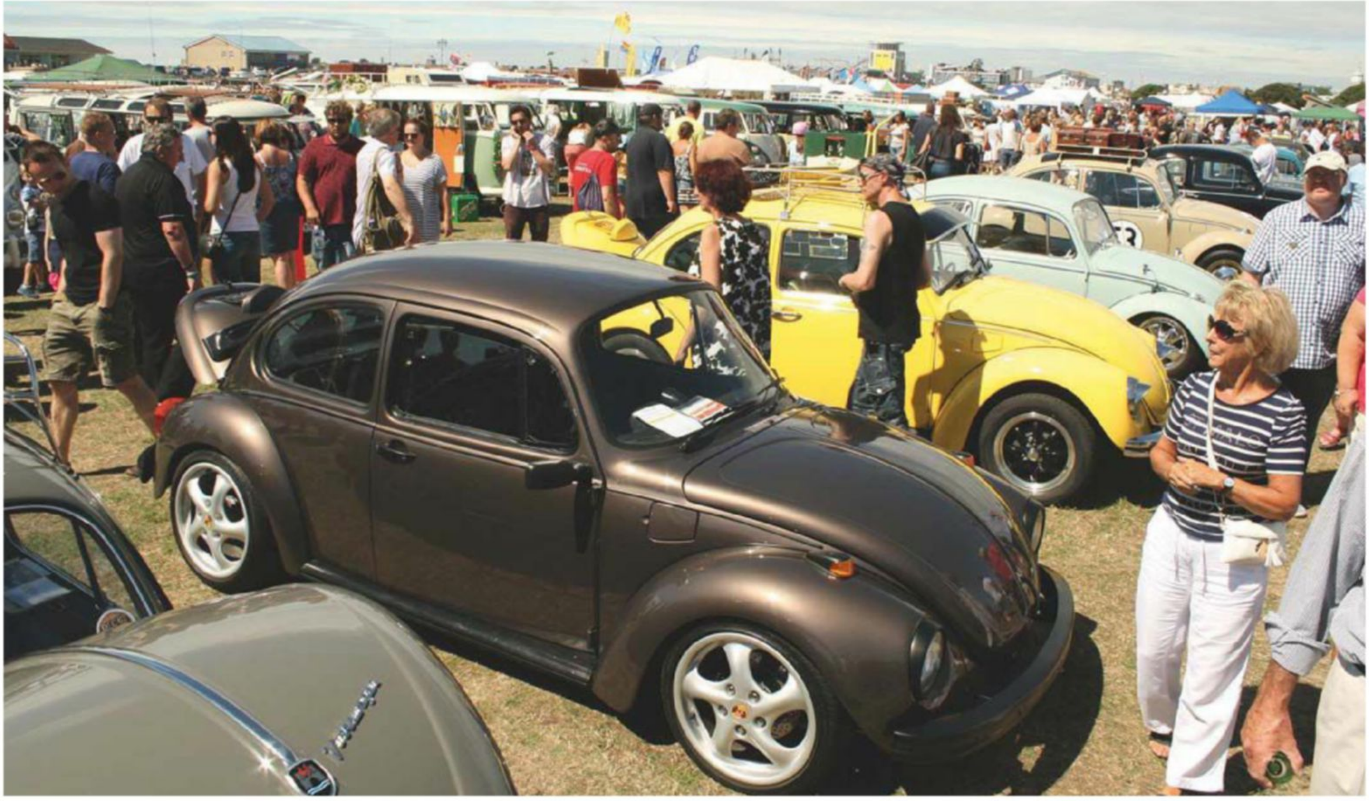
As *Road & Track* magazine wrote in 1951, soon after the Westfalia-converted Campmobile was released to the world: "More a way of life that just another car, the VW Bus, when completely equipped with the ingenious German-made Kamper kit, can open up new vistas of freedom (or escape) from humdrum life." It just took a while to reach those tempting vistas, as the same road test went on to note: "Acceleration is unexciting, curves and stops are best taken with all the time in the world…" and "If you're a vacationer who likes to travel as far and as fast as possible, you'll have to change your habits to be moved much by this car."

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

None of this appears to put off the legions of wannabe Barndoor owners, or those who have already reached deep into their pockets and purchased one. Yet it seems to me there is one significant difference between these people and those collectors who search high and low for the earliest examples of other worldly ephemera. Unlike just about any other hobby I can think of, where the earliest examples are either meticulously restored or shielded from the sun, damp, humidity and prying eyes, very few people seem to actually want what a Barndoor offers, at least in terms of driveability. To put this into context, you wouldn't change the pick-ups on a '52 Gibson Les Paul, or put an original Rembrandt in an Ikea frame, would you? Yet just about every Barndoor I come across these days has had its engine and much of its running gear swapped for stuff that is, well, better. There are a few meticulously restored stock examples around, but I'd put money on the fact their owners don't jump in them and drive to another country on a whim. Or if they ever did, they won't be doing it again in a hurry. Literally.

Sure, there are some lovely design details on a Barndoor I can appreciate, and I understand the exclusivity factor, but I do find the current obsession, coupled with the enthusiasm to then dramatically change much of what makes a Barndoor a Barndoor a curious state of affairs. Am I alone in this? ■



Dan from Fleet has come from a Golf background and used that to great effect on his 2.0-litre German Look 1303

Beach Buggin'

VWs invade Southsea Common

Words and photos Paul Bussey

What a difference a year makes. Last year's Beach Buggin' was struck by the remnants of Hurricane Bertha, and was cancelled early in the morning when it was deemed unsafe to hold it. On Sunday, August 9 this year though, Southsea Common was enjoying clear blue skies, a gentle breeze, wall-to-wall sunshine and temperatures steady at 72degF. We knew we were going to have a great day.

Beach Buggin' is now in its 15th year with David Western and Allyson O'Connor at the helm, with proceeds going to Ickle Pickles Premature Baby Unit, and the Macmillan Hospice at the local hospital in Portsmouth. By lunchtime, the Common was heaving with Volkswagens of all generations, with a fabulous show 'n' shine entry, plus huge VW club support.

> “A fabulous show 'n' shine entry, plus huge VW club support”

Several enthusiasts boarded the early morning ferry from the Isle of Wight to attend the show. These included David and Sharon Drewell with their 1965 Sundial conversion, plus Dave and Rachel Badman in their much modified 1302 Beetle pick-up. One of the longest distance drives of the day by Beach Buggy was by Steve and Lorraine Millen, who drove all the way from Frome in Somerset in their Sidewinder to take part in the event. Coming from even further afield, though admittedly not just for the day, Gemma Allsop's '69 Squareback was imported from Australia in 2012. Another Australian import was Jacky and Sean Kidd's '67 Split, which the couple purchased from Dundee United manager, Jackie McNamara.

All in all, it was another hugely successful Beach Buggin', and we're looking forward to next year's event already. ■

Super-cool '60s Ghia looked like it had rolled straight off the boat from So Cal

Late model Bug on 4-bolt chromed BRM-alikes and rust-scabbed Bay alongside epitomise the current trends in the UK VW scene

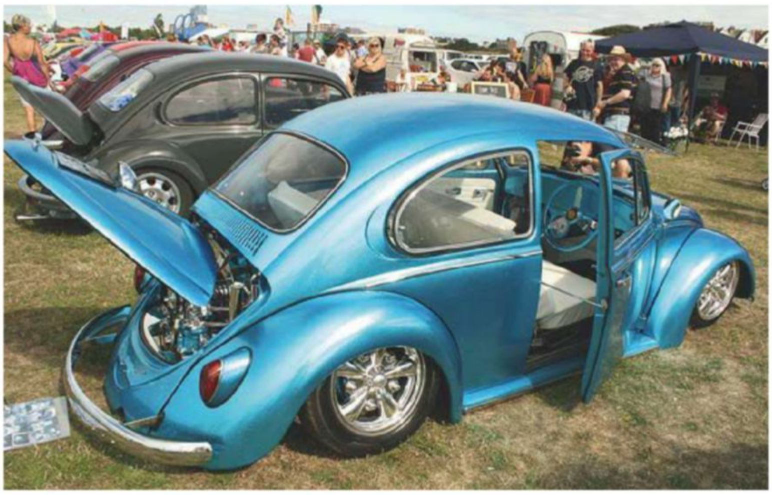
Meanwhile, in the green and white Split Bus line up…

Let us know about your VW event or club – email volksworld@timeinc.com

Gorgeous 21-window pulled a crowd all day long

This French Trekker was on a European vacation, taking in Beach Buggin' on its travels

Tidy and subtly lowered '54 Oval of Karen John really glowed in the south coast sunshine



Purple Baja looked set to hit the beach, with a full-size sunroof to let the rays flood in

Wild blue 'flake, bench seat, de-seamed and on air, this full-on custom Bug had it all

Now this we liked – off road Bay Window with external rollcage looked ready to tackle anything

Of the stockers on display, this early Karmann Cab with Westfalia trailer was the one we'd have happily driven home

magazines direct.com

The perfect Christmas gift from £17.99

Save up to 36%

Subscribe online at
magazinesdirect.com/CNC5

0330 333 4555 Quote code: CNC5
7 days a week from 8am to 9pm (UK time)

Offer open to new subscribers only. Final closing date for all orders is 2nd February 2016.
For full terms and conditions please visit **www.magazinesdirect.com/terms.**

The team

EDITORIAL 020 8726 8353
volksworld@timeinc.com
GROUP EDITOR: James Peene
GROUP ART EDITOR: Steve Gosling
FEATURES / SUB EDITOR: Mike Pye
EDITORIAL ASSISTANTS: Elizabeth Spence, Nicky McKirdy

SUBS MARKETING MANAGER: Rebecca Blighton
CONTRIBUTORS: Richard Gunn, Georg Otto, Ivan McCutcheon, James Wallace, Steve Parsons, Cathal O'Toole, Paul Bussey, thru-a-lupe photographic, Dan Pullen, Sven Zimmerman, Bullymeister, Niels Timmerman

PUBLISHING
MARKETING MANAGER: Adrian Vaughan
MARKETING ASSISTANT: Oliver Vaughan
PRODUCTION MANAGER: Tom Jennings

PUBLISHING DIRECTOR: Alex Robb
GROUP EDITOR: Garry Coward-Williams
MANAGING DIRECTOR: Oswin Grady

ADVERTISING
AD MANAGER: Ben Foster
ben.foster@timeinc.com 020 8726 8336
AD PRODUCTION: Scott Jenkins
scott.jenkins@timeinc.com

VolksWorld, Time Inc (UK), Leon House, 233 High Street, Croydon CR9 1HZ Tel: 020 8726 8354. Fax: 020 8726 8399
Email: volksworld@timeinc.com Website: www.volksworld.com

VolksWorld is a Time Inc (UK) publication. © 2015 Time Inc (UK), all rights reserved. Reproduction in whole or in part is forbidden, save with the permission, in writing, of the publishers.

VolksWorld is published every 4 weeks 13 times a year
Printed by Polestar (Colchester) Newcomen Way, Severall Industrial Estate, Colchester. Distribution by Marketforce UK Ltd, 4th Floor, Blue Fin Building, 110 Southwark Street, London SE1 0SU. Tel: 020 3148 3333.

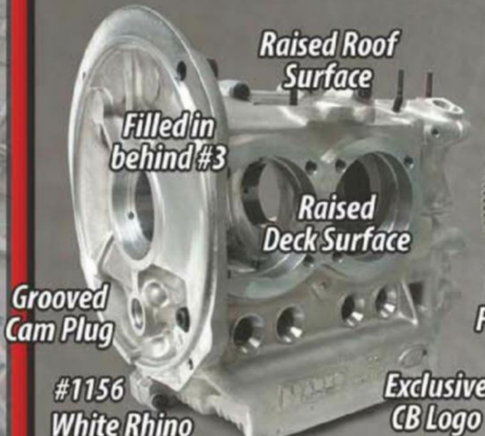
Subscriptions: Call 0330 333 4555, email magazinesdirect@quadrantsubs.com, write to VolksWorld Subscriptions, FREEPOST RTKA-YLJG-HAAK, Time Inc. (UK) Lyd, Rockwood House, 9-16 Perrymount Road,Haywards Heath, RH16 3DH, UK, or visit magazinedirect.com for great deals. One year 13 includes P&P – UK £56.60; Europe and Eire: €110.71; USA $136.72; Rest of world £87.68. Overseas queries call +44 (0) 330 3330 233. Back issues 01733 385170 (24 hours)

VolksWorld welcomes letters and technical queries. However, we do not undertake to publish or reply to every letter we receive. We reserve the right to edit letters that we do publish, although the views expressed therein are not necessarily those of the magazine nor of Time Inc (UK). *VolksWorld* cannot accept responsibility for any unsolicited manuscripts or photographs.
ISSN number 0954-0164

recycle

CB PERFORMANCE ORIGINAL PRODUCTS SINCE 1959!

PROFESSIONAL MACHINE SHOP SERVICES


Raised Roof Surface
Filled in behind #3
Raised Deck Surface
Grooved Cam Plug
Exclusive CB Logo

#1156
White Rhino
Aluminum Super Case (94 Bore)

#1289
5.400" Super
Race Rods

#1303
Forged
Flywheel

#1105 69mm
4140 CW Crank

#1400
Pro-Series Straight Cut Cam Gears
shown with #2242 Eagle Cam

210 CFM

#1422/1423
044 Super Pro CNC Heads
(44 x 37.5) 92/94 bore

264 CFM

#1429
CNC Ported Competition Eliminator
Heads - Complete (48 x 40) 94 bore

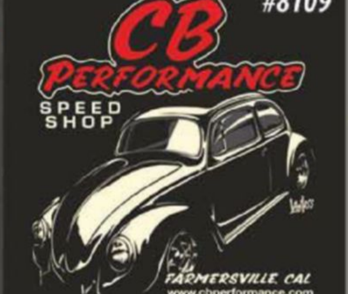
199 CFM

#1543
CNC Ported Street Eliminator Heads
(42 x 37.5) 94 bore

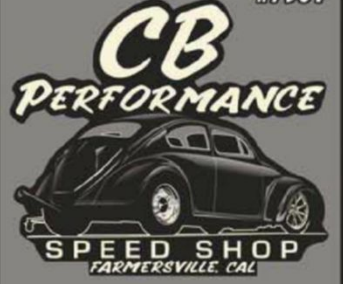
CB SPEED SHOP T-SHIRTS

AVAILABLE IN SIZES SMALL THRU XXL

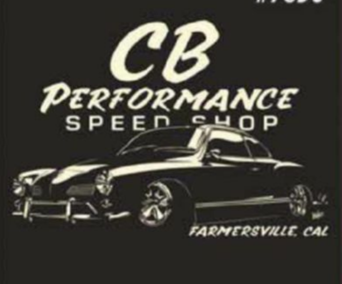
#8109


CB
PERFORMANCE
SPEED SHOP
FARMERSVILLE, CAL
www.cbperformance.com

#7901


CB
PERFORMANCE
SPEED SHOP
FARMERSVILLE, CAL

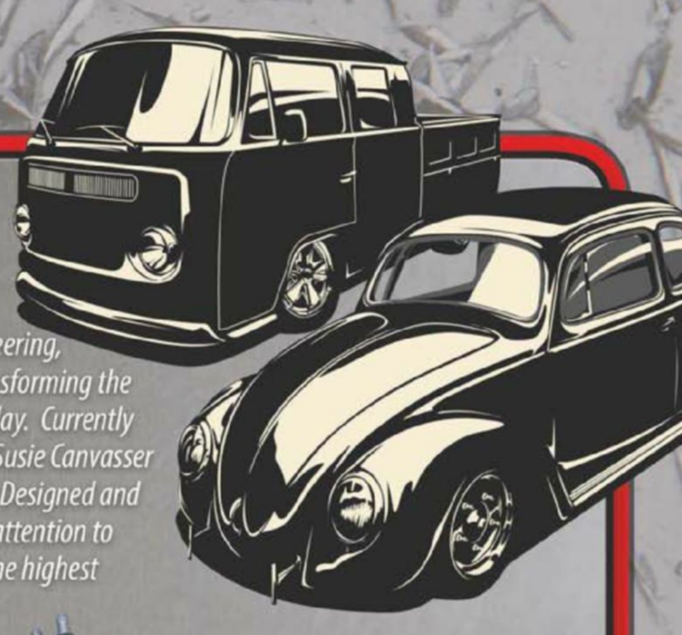
#7850


CB
PERFORMANCE
SPEED SHOP
FARMERSVILLE, CAL

Check out some of our European Distributors:

Aircooled.fi - BBT - Cool Air - CSP - Dalhems - Hoffmann Speedster - Limebug
Slide Performance - Speed Shop France - Technic Diffusion - VW Heritage
E-mail info@cbperformance.com for a dealer near you.

CB PERFORMANCE SPEED SHOP



CB Performance, AKA Claude's Buggies, was founded by Claude Tomlinson as a small Volkswagen service and repair garage in Farmersville, California, back in 1959. With a career in Aerospace Engineering, Claude's son Bob joined **CB** in the mid 60's and was instrumental in transforming the company into the innovative world-wide parts distributor you know today. Currently a 3rd generation business with Bob's son Rick Tomlinson and daughter Susie Canvasser at the wheel, **CB** remains on the Cutting Edge for **ORIGINAL** "In-House" Designed and Engineered Products, with many being manufactured in the USA. With attention to detail, and **Quality Over Quantity**, CB Performance strives to deliver the highest quality performance products available!

ORDER YOURS TODAY!

CB GEN4 EFI
PERFORMANCE

Our all new 4th Gen EFI is packed with all the features you've been asking for!

#7075
CB's Gen4 EFI System

YOUR CHOICE OF 4 COLORS

#2010
Magnaspark II™ Premium Ready-to-run Kit

TAME YOUR TIMING!

CB PERFORMANCE BLACK BOX

#2013
CB's Black Box Programmable Timing Control Module

CB PERFORMANCE SPEED SHOP

#1694
CB Speed Shop Billet Valve Covers Black Anodized (set of 2)

REVISED FOR INCREASED STRENGTH!

DUAL SNAP RINGS

#1537/1538
28mm Ultralight Lifters / 30mm Lightweight Racing Lifters (set of 8)

BILLET VELOCITY STACKS AVAILABLE
ORIGINAL WEBER Carburetors

#6418
Weber Carbs - Dual 48 IDA Kit fits Type-1 Dual Port

NEW! #7952

CB PERFORMANCE SPEED SHOP
FARMERSVILLE, CAL

NEW! #7958

CB PERFORMANCE SPEED SHOP
FARMERSVILLE, CAL

4000+ PRODUCTS

FAST SHIPPING!

TOLL-FREE SUPPORT!

HATS

#7970
#7974
CB PERFORMANCE SPEED SHOP

cbperformance.com

CB PERFORMANCE HIGH PERFORMANCE RACING PRODUCTS

559-733-8222
1-800-274-8337

PRODUCTS

Selling a new product? email volksworld@timeinc.com

Cool Flo wash bags

From: **www.coolfloco.uk** **Price:** **£19.95**

Introducing a brand new version of the well known Cool Flo Split Screen Bus, albeit one that's slightly smaller than the real thing. This scaled down Cool Flo Bus wash bag is the perfect travel companion for your next road trip. Made from Oxford canvas and waterproof lined, it comes complete with zipped and elasticated pockets to protect all your toiletries on your travels. Cool Flo also offer a similarly styled sandwich bag for lunchtime duties

DRAPER®
N140

Balljoint separator

From: **www.justkampers.com** **Price:** **£27.95**

Here's a great tool for the late model owner who likes to do their own suspension work. This Draper balljoint breaker has a 19mm jaw with scissor action, making it ideal for splitting track rod ends and balljoints with ease, and without splitting the grease boots. And, unlike a hammer, it's the correct tool for the job. Note: this tool is not suitable for use on Bus upper and lower balljoints

New Bay bumpers

From: **www.vwheritage.com** **Price:** **£330**

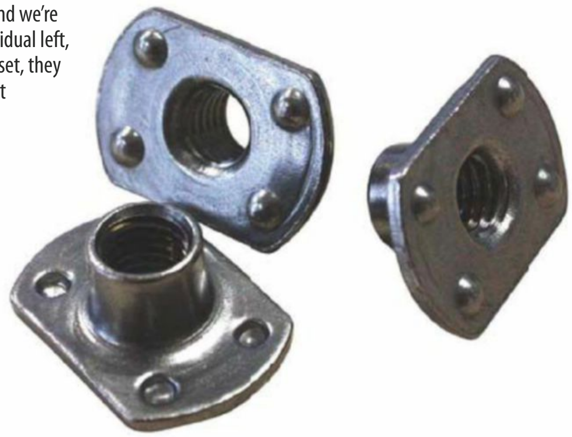
Here's a cool new product to get all you Early Bay owners hot under the collar, brand new front bumpers. These have been unavailable for many years so, if yours were too badly bent, rusted or just missing altogether, your only option was to find a used one at a swapmeet and restore it. Not any more though. These brand new replacements are formed to OE specifications and we're told fit just like the originals. Available as individual left, right and centre sections as well as a complete set, they come e-coated for protection and ready to paint

Beetle glovebox

From: **www.wolfsburgwest.com** **Price:** **$48**

Reproduction parts are constantly under the microscope by the VW community, and the demand for age-correct parts has never been higher as web forums and the internet generally has turned the weekend enthusiast into a knowledgeable VW historian.

Well fear not if the glovebox on your LHD '58-'67 Beetle is past its sell-by date as Wolfsburg West has reproduced the original-style fibre glovebox for these models. Flocked inside with off-white felt, just like the originals, these are just the ticket for a concours resto or a full-on modified



Captive nuts

From: **www.justkampers.com** **Price:** **£1.50 each**

These factory-style M8 captive nuts are ideal for replacing rusty or missing wing bolt fixings on the inner wings of all Beetles. They can also be used to repair heater channel to floorpan mounts and are useful in other areas where an M8 fixing is required

PROMOTION 2015

PROMOTION VALID UNTIL 31ST DECEMBER 2015

SEALEY

3tonne Standard Chassis Trolley Jack

NEW

- Min./Max. Saddle Height: 130/465mm.
- Chassis Length: 572mm.
- Model No. 3290CX
- List Price £119.95

£79.95 Exc. VAT
£95.94 Inc. VAT

50ltr Oil Free V-Twin Belt Drive Compressor 3hp

ITALIAN QUALITY

AVAILABLE END OF OCTOBER!

NEW

AIR POWER
SEALEY
50 LITRE

3hp

V-Twin Pump

- Air Displacement: 11.4cfm (320ltr/min).
- Maximum Free Air Delivery: 8cfm (226ltr/min)
- Maximum Pressure: 116psi (8bar).
- Model No. SAC05030F
- List Price £339.95

£249.95 Exc. VAT
£299.94 Inc. VAT

RETRO TOOL CHESTS

NEW

Ball Bearing Drawer Slides

PREMIER

See website for full details.

Model No.	Dimensions (W x D x H)	List Price	Exc. VAT	Inc. VAT
AP28COMBO2BWS	730 x 460 x 1590mm	£859.85	£599.95	£719.94
AP41COMBOBWS	1100 x 460 x 1517mm	£1269.90	£889.95	£1067.94

100g Mini Grease Applicator

NEW

- Supplied with accurate dispensing nozzle for precision greasing.
- Replacement cartridges are available (Model No. AK51C).
- Model No. AK51
- List Price £14.95

AVAILABLE END OF OCTOBER!

£10.95 Exc. VAT
£13.14 Inc. VAT

Lithium-ion 10W COB LED Rechargeable Floodlight

NEW

SMD LED

- Model No. LED111C
- List Price £49.95

£34.95 Exc. VAT
£41.94 Inc. VAT

LED

Rechargeable 3.7V Lithium-ion Soldering Iron

NEW

AVAILABLE END OF OCTOBER!

- Model No. SDL6
- List Price £54.95

£43.95 Exc. VAT
£52.74 Inc. VAT

19.2V 1/2"Sq Drive Cordless Impact Wrench with 2 Batteries 285lb.ft

VARIABLE SPEED

1 Hour Charge

386Nm Torque

- Model No. CP1950
- List Price £259.95

£179.95 Exc. VAT
£215.94 Inc. VAT

50pc Multi-Purpose Spanner Set Metric

NEW

MM

6-32mm

- Model No. S01084
- List Price £139.95

£84.95 Exc. VAT
£101.94 Inc. VAT

150Amp Professional Gas/No-Gas MIG Welder

FREE WITH THIS ITEM

Pre-Lit Artificial Christmas Tree
(5ft MIGHTYMIG150)

Model No. XMAS5
List Price £69.95

F.A.C.S.

Non Live Torch

MIGHTYMIG 150

- Model No. MIGHTYMIG150
- List Price £299.95

£229.95 Exc. VAT
£275.94 Inc. VAT

THE LED360 FAMILY

- Unique and innovative 360° swivel and tilt function enables the light source to be positioned in any direction.
- Exclusive patented design owned and registered to Sealey.
- 7 Super bright SMD LEDs providing up to 300 lumens output with 120° spread of light.
- High power 3W LED in the end for use as a directional torch.
- Features two swivel hooks and three rubber covered magnets for hands-free operation.
- High quality 2.2Ah Lithium-ion battery.
- Micro USB charging port.
- List Price £44.95

Ⓐ Model No. LED3602CAMO
Ⓑ Model No. LED3602B
Ⓒ Model No. LED3602G
Ⓓ Model No. LED3602
Ⓔ Model No. LED3602Y
Ⓕ Model No. LED3602R

SAVE 27%

NEW

Rechargeable

Lithium

360°

SMD LED

£32.95 Exc. VAT
£39.54 Inc. VAT

PICK UP YOUR COPY TODAY

Or View Online at
www.sealey.co.uk
Alternatively call us on
01284 757500.

App Store

OUT NOW

SEALEY
WINTER
PROMOTION

Find Your Nearest Sealey Stockist Here

Please send me a **FREE** copy of your latest printed catalogue and promotions Ref: VW/XMAS15

Name: Mr/Mrs/Miss ....
Address: ....
Town: ....
County: .... Postcode: ....
Email: .... Mobile: ....

We comply with the requirements of the data protection Act and may use these details to send you information about other promotions from the Sealey Group. We may also share this information about you with third parties where we feel their services will be of interest to you. If you do not wish for your details to be passed on to these third parties, please tick this box. ☐

SEALEY GROUP,
KEMPSON WAY, SUFFOLK BUSINESS PARK,
BURY ST EDMUNDS, SUFFOLK. IP32 7AR
TEL: 01284 757500 E-MAIL: sales@sealey.co.uk

Follow us...

OFFERS WILL BE WITHDRAWN WHEN STOCK IS SOLD. WE RESERVE THE RIGHT TO CHANGE PRODUCTS AND PRICING AT ANY TIME. PRICES AND SAVINGS EXCLUDE VAT UNLESS STATED OTHERWISE. E&OE

LETTERS

Share your views on the VW scene – email volksworld@timeinc.com

Letter of the month

Million dollar question

Rob Hazelwood, Essex, via email

I'm writing about the '63 Beetle I bought earlier this year. The car in question came third at Stanford Hall this year in the concours section. I bought it from the previous owner who had the car for 16 years. Prior to that it was owned by a gentleman in Surrey who bought it for £661 in 1963.

I have a subscription to *VolksWorld* and, after reading your article a few months ago about the blue Swedish Bug you highlighted as an ideal project car, I had to contact you. You described the ideal project car as original, low mileage, ideally a one-owner car, and with original paint (the more faded the better as that would indicate it hadn't been messed with). My car almost fits the description perfectly. The rear seat in my car even still has the plastic protective covering on it.

I have the original bill of sale, the original order form, 34 year's worth of old MoTs and a case full of bills etc. The car was on the cover of another VW mag in 1997 and a photo of it was used by a cheeky insurance company in their adverts (the previous owner told me they didn't even offer him a discount for using it!).

In short, I now own a very special Beetle, and here lies my problem. Every time I take it to someone in the VW world to try and work out a plan to restore it, they try to talk me out of doing anything to the car. I'm aware that originality counts for a lot, but I really want to restore the car to the point it looks as though it's just rolled out of the showroom. Everyone I talk to just shakes their head and tells me "I can't touch the car", or "it belongs in a museum", or "if you touch the car you'll completely devalue it." I understand what they are saying but it doesn't stop me wanting to get the car completely restored to mint condition. Although I appreciate originality, I really want a car that resembles a 'show car'.

Have I bought the wrong car for what I want to do? I think my car is so solid and original, it will mean I'm probably facing just a light restoration (hopefully with light restoration bills), rather than trying to resurrect a car from the scrap heap that would probably cost me thousands in welding just to get a base to build on. I'd really like your opinion. Thanks for your time.

Hi Rob, we can see both sides of the argument. On one hand, it's impossible to replicate the sort of originality your car boasts, and a car like yours is the Holy Grail to a lot of enthusiasts, which is why you're having so much difficulty finding someone to restore it for you.

Have you bought the wrong car? No, not a bit of it. It sounds exactly the sort of car any of us would love to own and, although this might ruffle a few feathers, exactly the sort of car everyone looked for a few years ago as the perfect starting point for a modified car. However, these days cars like this are few and far between, and there is a certain cachet to having a 'survivor' car that hasn't been restored. In fact, we'd even go so far as to say that in the current market, restoring your car won't add any value. And don't kid yourself about the "light restoration" either. If the job is done properly, by a reputable company, about the only saving you might make is not having the interior painted, but the labour and materials cost in stripping a car and preparing even just the outside for new paint will not be "light".

At the end of the day, it's not a super rare model, and it is your car. If you want it restored to as-new condition, that's your decision. But if you think you might sell the car on again, we'd say it's best left as it is and enjoyed, because once you restore a car like this, the originality that all the previous owners have worked so hard to maintain will be gone forever. – JP / MP

Reverse Zwitter?

Mark Sketchley, via email

Hello *VolksWorld*, I was hoping you might be able to help me. I've recently brought a Feb '52 Beetle from Denmark that has been stored in a barn since the early '70s. My problem is that it has an Oval rear window and a Split dash. Now I know VW built a Beetle with the Oval dash and the Split rear window, but is it possible they did some the other way around as I can't find a join in the roof and it looks really original. Any help would be massively appreciated.

Many thanks from a very long time reader.

Hi Mark, VW did indeed offer, between late 1952 and early '53, a Split Window Beetle with the new Oval model's dashboard. It has since become known as the Zwitter (hermaphrodite) Beetle. They never built Ovals with Split dashes though, and as your car has crotch coolers in the front quarter panels, it's definitely a regular Split that has been updated. We notice it has a number of other later features too, which would back this up. – JP

Cheers old chap

Erin Holligan, Newton-Le-Willows

Hello *VolksWorld*, my husband's name is Darren Holligan from Merseyside. He is currently working hard to restore our 1972 Beetle. His birthday is November 16. He'll be 47. Thanks.

Rubber up

Sven Poelmans, The Netherlands

Hi *VolksWorld*, I am struggling to find the right tyre combo for my 1974 1303S. I want to have the Cal Look-style stance with the dropped front and higher rear. My wheel of choice is the Cosmic-style wheel (5.5 x 15, ET40, PCD 5 x 130). Yes, I know it's not like the EMPI 8-spokes, BRMs or Flat4 wheels, but it's my personal take on that style. The front will be dropped by a CSP coilover system and the rear I am not sure yet, but has upgraded shocks.

So, to come back to the tyre size question. For the rear it was easy, I will go with the 205/65-15. But the front is where I am struggling. I have it narrowed down to 155/60-15 or 175/60 or 65-15. At my local tyre store, we don't have the 135 or 145 in 15-inch.

I am not going for the period correct version, but a close combo that will allow me to drive comfortably in The Netherlands where I have to worry about speed bumps and not California-style weather. As always, thanks for the advice.

Well Sven, this is a tricky one. A 1303S is not a common choice for a Cal Look Beetle and, while you could put traditional 135s or 145s on it, if you want to enjoy driving it we would recommend a wider tyre to make the most of the vastly improved suspension your car has. Personally, I'd put a 185/55 on the front. It's the right size for a 5.5J rim, will drop the car significantly over a stock 165 and will go round corners and brake much better than any of the currently popular Smart Car-style tyres. – MP

Quality Motor Insurance from a name you can trust...

At Just Kampers we pride ourselves on offering our customers the best service on quality products at the best prices.

And our vehicle insurance is no different, with first class service and prices so low whichever vehicle you own that **if you can find a better price we'll give you £20!***

jk
DES MOINES IOWA
JK T2
PAUL KOCH

Alex,
Trade Sales Manager
1960 T2 Splitscreen

I am insured with Just Kampers Insurance because upon phoning and speaking to one of the team it turns out most are also VW enthusiasts themselves.

This made it far easier than talking to a non VW specialist insurance company who wouldn't have a clue about modified VWs.

They did me an agreed value and also came in with the cheapest quote... Result!

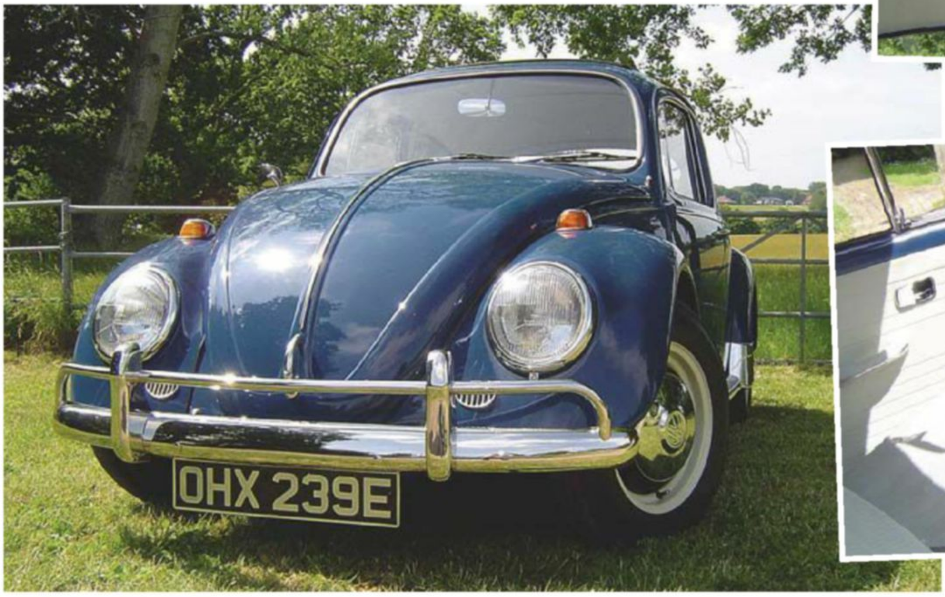
We insure **ALL MAKES** not just VW Campers and Beetles...Go online for a **60 second quote** or call our team on **0845 1256257**

www.justkampersinsurance.com

*£20 supplied as Just Kampers gift card. Price promise may not be equivalent policy terms of the other quote. Proof of the alternative quote may be required. Subject to status and underwriters acceptance. Just Kampers Insurance Services is a trademark used by us, HIC. Herts Insurance Consultants Ltd is regulated by the Financial Conduct Authority No 309073.
Cover is subject to policy selection, status and terms and conditions.

justkampers.com
Gift Card
jk

Car of the month



Robin Snook, East Sussex, '67 1300

My love of VWs dates back to my teens when my mum bought her first car, a '67 Beetle, in 1972. We were so excited! I used that same Beetle up until 1990, it was an amazing car. Recently, I decided I needed a Beetle in my life and so set about searching for a decent one. I was prepared to go abroad if need be, and saw a couple of cars advertised in Portugal and Italy that were interesting. Then I saw an ad for a beautiful '67 ragtop 1300 at a dealership in King's Lynn. We were just about to head off on holiday to Turkey and, although I'd only seen a selection of photos, I decided to commit and put down a deposit. On return from holiday, I headed straight over to Norfolk and wasn't disappointed. That was a couple of years ago and, since then, I've been spending some cash on improving the look of the car, including a new headlining and carpets by Bernard Newbury of Leigh-on-Sea. Also some new bumpers and hubcaps were needed and a minor bit of rust treatment here and there. I love this car but, sadly, it came with very little history so, if anyone out there recognises it, please do get in touch with whatever you can share. ■

> "If anyone out there recognises it, please do get in touch"

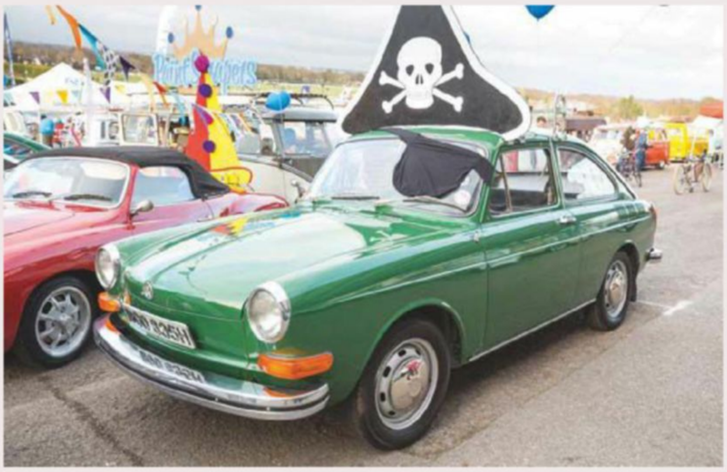
Fabric sunroof isn't a factory fit, but still lets the sun shine in when he's got his hat on

Dash and interior looks very nice and original, with just a new set of carpets fitted

Likewise the engine, which benefits from Crane Cams electronic ignition and a Bosch 009 dizzy

Ah, the old one-year-only Beetle, long-time favourite of the Cal Look crowd

That's what we like to see – an old VW still on crossply tyres. Contrary to popular belief, they're not deadly, they just require a little added concentration when driving, which is a good thing, right?



Doug Hall, 1970 Type 3 Fastback

Hi guys, my name is Doug Hall, and this is my pride and joy. It's a bone stock 1970 Fastback. Not only is it stock, it's totally original, which is a very rare thing for a UK Fastback because these Type 3s seem to attract rust at a rapid pace. It's a two-owner car and, apart from cleaning and polishing, is just as I found it.

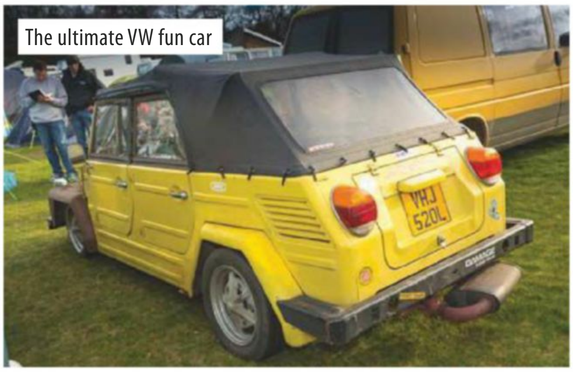
My Fastback was found in a garage where it had sat unused since 1984, but what's even more unbelievable is that when it was parked up, after 14 years in use, it had clocked up a miniscule 37,000 miles. When it was stored, it was not left in a damp shed either, which is probably what saved the metal. The doors open and close as they should, and with all windows up it's quite hard to close the doors because it is still so air tight.

The interior is, like the rest of the Fasty, all original and in fantastic condition. The carpets and rubber mats are the same ones it left the factory with in 1970, and the dash is uncracked. My favourite bit, though, is the warranty sticker on the driver's side fly window. It's the one thing I do my best not to damage when I'm cleaning it as it's fragile. The radio is the original, as are the number plates and the steel wheels. The only thing not to survive too well over the last 45 years were the bumpers, but I managed to track down an NOS set and now the outside is bang up to scratch again. It's a great car and I'm really lucky to have this rare machine in my care and I hope to do it justice for many years to come.

Now this is the kind of car we all dream of finding. It's had a pair of bumpers, but everything else is factory original

There's a bit of 'cush' gone from that driver's seat, but the rest looks like new. Lovely

Here's Doug, looking justifiably proud of his timewarp Fasty. Love the hat!



The ultimate VW fun car

Just the one NOS wing Mrs. Wembley

Dan Wenman, Isle of Wight 1973 Type 181

Hi *VolksWorld*, this is my '73 181. As you can see, I'm not too precious about it, but I do look after it. Honest!

At the moment it has a 1600cc engine, but the plans are to build a bigger motor and have some fun in it, which is what Trekkers are all about, eh? It's lowered and shod with JGE Radars. The yellow paint is not too shiny and not too dull and I think suits it perfectly. The NOS wing has a nice patinated look to it, and the orange fog lights are enough to lift the square look off the front. The roof is in amazing condition and doesn't leak but, then again, a Trekker isn't for someone who worries too much about the cold or getting wet!

The stance is just how I want it – aggressive but driveable – but I must replace the clutch pretty soon or I'll be stuck at the side of the road.

All-weather clothing is a necessity if you drive a Trekker!

Type 181s / Trekkers etc. aren't blessed with creature comforts, but Dan's added a steering wheel cover!

WANT TO SEE YOUR CAR IN VOLKSWORLD?

Then email volksworld@timeinc.com. Subject: Readers' rides

Exchange Engines

Built for peace-of-mind. Built to perform. Built to last.

With over 40 years of engine-building experience between them, our team of engineers know their craft very well. They assemble each engine for you as if they were building it for themselves.

ALL PRICES INCLUDE VAT

All assembled by our own craftsmen

SILVER ENGINE *DIY PRICE: £799*

Our basic engine: reground crank, new main, big end/small end and cam brgs; **new** valves, springs, barrels, rings, pistons, oil pump, plugs, seals and gaskets. Crack-tested heads and crankcase; refaced flywheel and seats.

TES ENGINES

GOLD ENGINE

This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

DIY PRICE: £949

BIG BORE RED ENGINE *DIY PRICE: £1049*

These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads **and** a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.

GREEN ENGINE *DIY PRICE: £999*

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

SUPER GREEN PLUS *DIY: £1,449*

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.

BIG BORE PLUS

As above, but built with a brand new crankcase.

DIY PRICE: £1,499

BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

DIY PRICE: £1,149

BIG BORE SUPER STREET PLUS

Built to the same specification as the 'Super Street' engine, but fitted with a brand new crank case.

NEW!

DIY PRICE: £1,599

We can arrange delivery / collection of all engines to / from UK mainland. £40 each way.

BIG BORE THURROCK ENGINES (1776cc/1835cc/1914cc)

Built for performance in three engine sizes to suit your pocket. Please enquire for specification details of these engines.

1776cc	***DIY PRICE £1,949***
1835cc	***DIY PRICE £1,989***
1914cc	***DIY PRICE £2,039***

1384cc BIG BORE for 1200cc

Your old 1200 bored out to 1384cc, which makes it go "rather well" and no need to upgrade your ancillaries. (1200s had shorter barrels than 1300 and over – hence traditional difficulty in fitting larger engine sizes to these cars.)

DIY PRICE: £899

NEW!

MEXICO ENGINE

New to our range of engines is The Mexico Range. This is an ALL NEW engine assembled with all new components. Every single part supplied in this engine is 100% new and built by The Engine Shop in the UK. Supplied and test run with a distributor fitted and a full written warranty.

NEW!

1600cc ***DIY PRICE £2,149***

1641cc ***DIY PRICE £2,199***

1776cc ***DIY PRICE £2,469***

TRANSPORTER 'CT' T25 1981-on

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase & brand new heads.

DIY PRICE: £999

TRANSPORTER 1·7 - 2·0 (1972-'83)

DIY:£1,849

Fitted with new main and big end bearings, barrels, pistons and rings, new cylinder heads, plugs, seals, gaskets, refaced flywheel, reground crank, crack-tested crankcase.

BIG BORE TRANSPORTER 1910cc

In exchange for your 1700/1800. Avoid the heavy costs of trying to fit a 2·0 ltr. engine into a 1700/1800 bay by fitting this 1910cc upgrade. As Transporter 1·7 (left), plus 1910cc big bore barrels/pistons and a fast road cam.

DIY PRICE: £2,099

NEW!

BIG BORE TRANSPORTER 2400cc

In exchange for your 2000. As above, fitted with 2·4 litre barrels/pistons and a fast road cam.

DIY PRICE: £2,199

WATER-COOLED TRANSPORTER 1900-2100cc ('83-'90)

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase and cylinder heads.

DIY PRICE: £1,399

BIG BORE WATER-COOLED TRANSPORTER

In exchange for 1900cc. As 1·9 (left) but with 2000cc pistons and liners, and new heads. ***DIY: £1,799***

In exchange for 2100cc Injection. As above but fitted with 2200cc pistons and liners, and new cylinder heads.

DIY PRICE: £1,899

All engines and gearboxes guaranteed by The Engine Shop and supplied with a full written warranty.

NEW!

10 YEARS SEAL OF APPROVAL

EXCHANGE GEARBOXES

Type 1		£639	Type 2 Freeway flyer	£1049
Type 2	up to 1.6	£699	Type 25, 4-speed	£749
Type 4	1.7 to 2.0	£749	Type 25, 5-speed	£999

NEW!

1600 DIESEL T25 TURBO / NON TURBO

All our deisel engines are fitted with **NEW** cylinder heads. Reground crankshafts with new bearings. Cylinder blocks rebored with new over-size pistons and rings. Fitted with all new oil seals and supplied with gaskets.

DIY PRICE: £1299

CALLERS ARE WELCOME!

Enjoy a coffee in our airy, clean, modern premises. You are also welcome to phone us for free helpful technical advice.

- Machining service available for home rebuilds, etc.
- All single port engines feature recon. cyl. heads.

NOTE: Prices are subject to change without prior notice.

THE ENGINE SHOP

Specialists in Volkswagen and Audi Engines

Unit A2, Darenth Works, Ray Lamb Way, Erith, Kent. DA8 2SP
Telephone: 01322 350022 • Fax: 01322 350032 • Email: info@theengineshop.info
Website:www.theengineshop.info

Air-Cooled Restoration & Performance Parts

Machine7.com

Rebuilt Genuine Solex Carburettors.

SOLEX
31 PICT-3

Fully rebuilt and adjusted,
ready to bolt straight
on to your engine.

Available in 28 PCI, 28 Pict, 30 Pict, 31 Pict & 34 Pict
covering split Beetles through to Mk1Golfs

20 YEARS
1995-2015
Machine7.com

Service, Restoration and
Performance parts for
Beetle, Split Bus, Bay Bus, Type-3 & K.Ghia

Full circle

Neil Ellis has gone from street car to race car and back to street car again, and inadvertently built one of the best VWs in the UK along the way

Words Mike Pye **Photos** thru-a-lupe photographic

I've seen it happen countless times – the drag racing bug bites, the quest for more speed and quicker times leads to the balance tipping so far toward the race side that the street side is neglected and, before long, what was a useable, fast street car becomes an unused, faster strip car. In a country where we have just three permanent drag strips, and weather that doesn't even guarantee a successful race meet in the height of summer, it takes massive commitment to build and run a VW solely for quarter mile use. Far better, in my opinion, to have a fast VW built with the quarter mile in mind, but that stops just short of an all out race car you can't enjoy the rest of the year. This is something Neil Ellis – Dude to his friends – knows only too well, as over the last decade or so he's come full circle from street car to race car to street car again, with the scars to prove it.

While there's no denying it's been a long hard slog, it's all come good in the end, Neil now owning the car of his dreams, his own tribute to the Der Kleiner Panzers (DKP) club cars that so inspired him, and has already achieved all the things he set out to do with it, plus a couple more besides. "I wanted to build the best car I possibly could. And I wanted to run a street legal 13, taxed, tested and with a belt on," he says with a smile. And with a 13.61 / 96mph ticket after the first time out on track at VW Action this year he achieved that second goal easily. What he didn't set out to do was to win trophies with the car, but Best of Show at The *VolksWorld* Show, then Europe's Most Beautiful VW at Action says everything you need to know about Neil's dedication to the first part of his

goal. "I know I keep repeating myself to people, but I really didn't set out to build a show car. The remit all along was that I can give you the keys, you can get in it, move the seat and drive it."

Utter madness

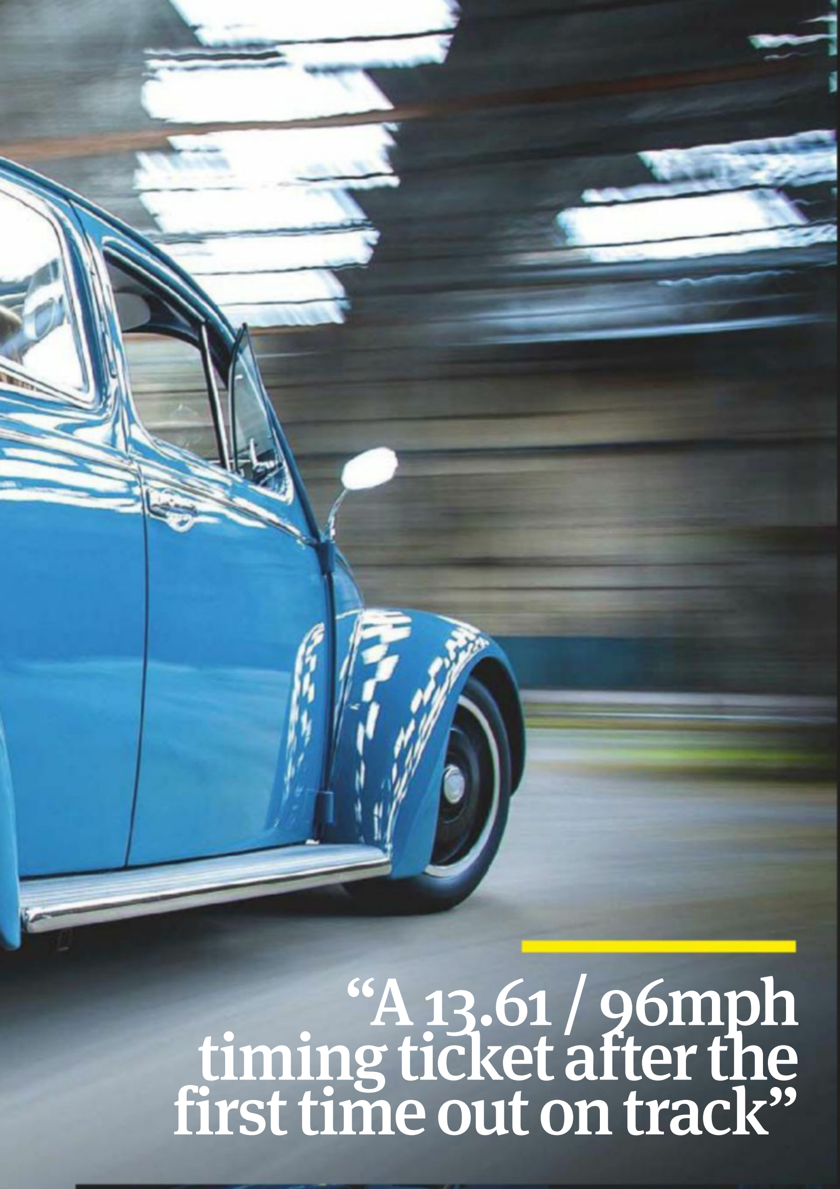
What makes all this even more impressive is this is primarily a home built car. Sure, Neil's had some help along the way, and is the first to admit the car wouldn't be what it is without some of the key players involved, but he's definitely not a cheque book kind of guy. If you want proof, look up www.58ragtop.com, the website Neil set up to document the car's construction. "It's utter madness. At the time I knew what I was doing was crazy, but I look back at it now and really can't believe some of the stuff I did on this car."

The funny thing is Neil wasn't even really a VW guy at the beginning. He had a Mini when he went to his first Bug Jam with friends, but has never forgotten the sight and sound of Bugster running through the top end at 120mph as he nursed a hangover from the night before. "That just stayed with me," he recalls. "After helping a friend out with her VW after a crash a few years later, it struck me how easy they were to work on, so I went out and bought a '69 Beetle. Looking back, it was a turd, but I loved it at the time." Over the years, that car was transformed from a daily driver to a 1600cc-engined street / strip Beetle into a 175bhp, 1914cc race car running on av gas and nitrous in the VWDRC Pro class. Neil ran a best ET of 11.82 at 115mph in that car but, as he put it, "got frustrated that I could only use it on the track, about six times a year. And only then when it was dry."

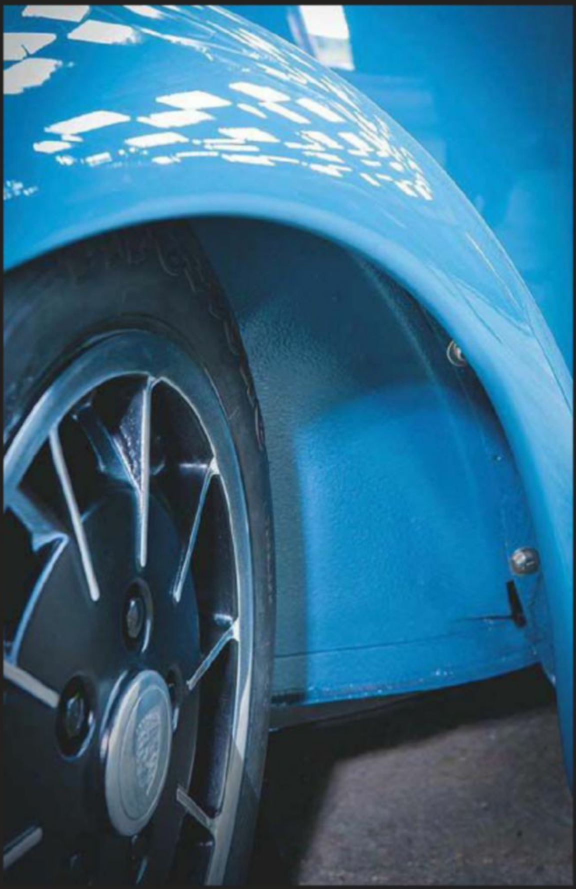
Neil's preferences for VWs also changed with time, and, as he got more and more into the California Look, he decided he needed an earlier car, ideally one with a Golde sunroof. When a '63 ragtop turned up, he jumped, his mind full of images of Greg Aronson's seminal Cal Look Bug, the car credited with starting the whole 'Look. When it became apparent that car was too far gone, the hunt for a replacement led him to the '59 you see here. (Built in '58 but '59 model year.) "The only bit worth saving from the '63 was the hole in the roof," laughs Neil, "and as I badly wanted a sunroof car, the first thing I did – with the help of my good friend, Phil – was to weld the sunroof section in, even before we did the rust repairs!" Those rust repairs turned out to be more involved than first thought, but then what do you expect of a 50+ year old UK VW bought for £250?

A subsequent trip to California, and a visit to a DKP III cruise night, sealed the fate of the car, and of Neil, too. "I'd been reading Keith [Seume's] Cal Look book, but seeing the DKP cars in the flesh, seeing just how good they were, really changed things for me. And when Ron Fleming said to me at The *VolksWorld* Show this year that he liked my car, I knew I'd got it right."

It took almost seven years for that vision to come to fruition, and the hours put in in the garage at home in that time beggar belief. Again, I refer you



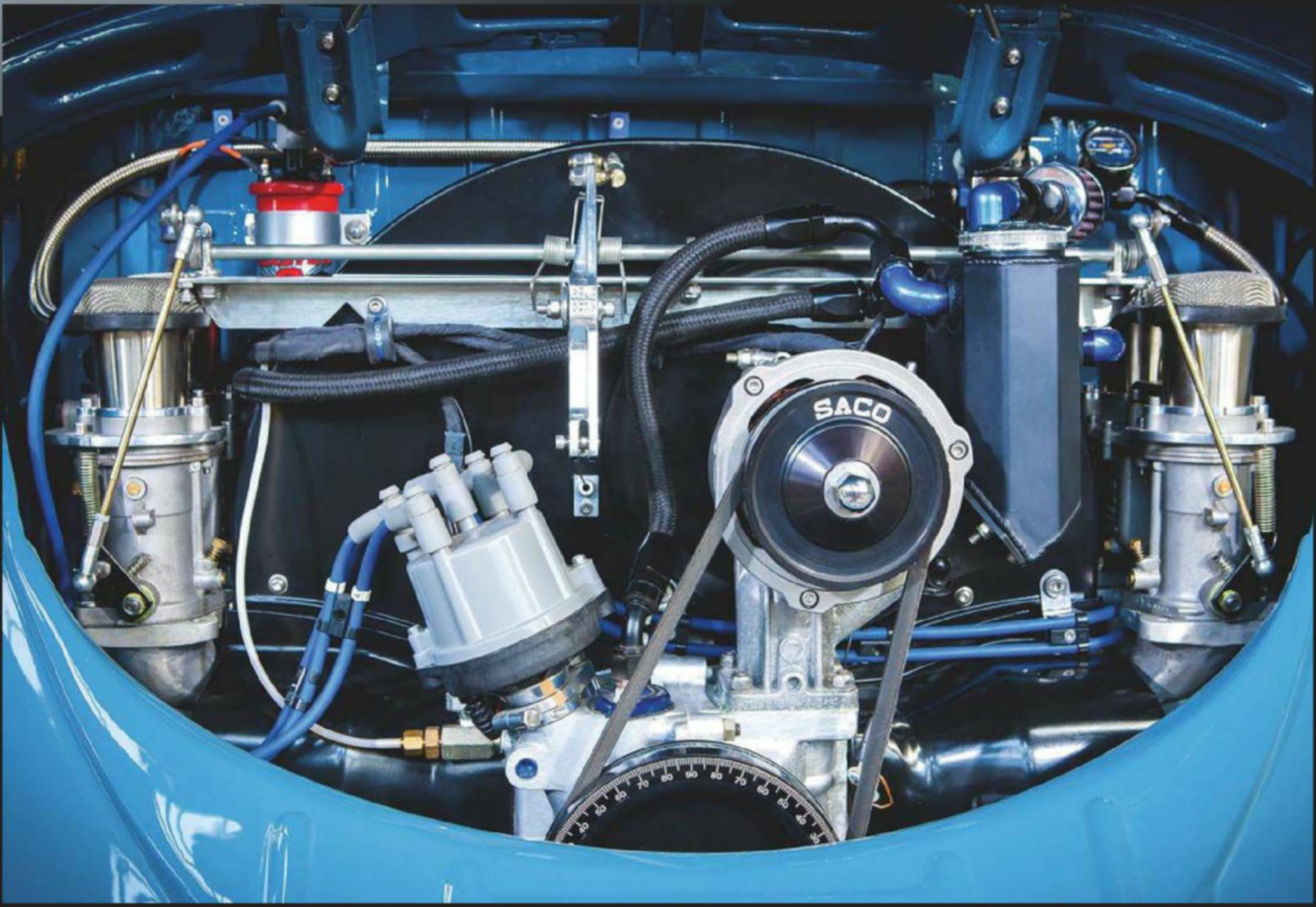
> "A 13.61 / 96mph timing ticket after the first time out on track"



‹ Modelled on the DKPIII cars, Neil's '59 wears all its trim. A Cabrio decklid and no exhaust cut-outs are the only body mods

⌄ 10.5:1 compression, 2276cc, IDA motor with 044 heads and FK87 cam is beautifully detailed and rips, too

^ "I never set out to build a show car," says Neil, hence the sensible stone chip under the paint under the arches



^ Wheels are genuine Mahle magnesium Gas Burners with Firestone 145 and 215 M&H street and strips. Beam is 4-inches narrower with custom shock towers, brakes are discs all round with Talbot Horizon calipers on the front

to Neil's website. But to give just one example, Neil grimly recalls how it took him two months just to do the late gearbox install, how he tried initially to do it by relocating the stock nose cone mount, only to eventually accept he had to pony up for a Split Bus nose cone to do the job right, which meant cutting the mount off a second time and welding it back on in the stock position. "There were so many lessons learnt, but you only learn those lessons with experience. One thing I can say for sure though is trying to cut corners never works." Using second hand parts, on the other hand, can work, and saves a lot of money, if you're canny about what you buy, and are prepared to do the reconditioning work yourself.

Looking through Neil's website, what's also clear is a lot of lessons have been learnt with the race car, and put into practice on this car. For examples, there are large diameter nuts welded to the track rods to make adjustment easier, quick release connectors on the decklid wiring, bulkhead fittings in bolt-on panels where the -6 fuel lines run in and out of the floorpan tunnel and rose joints on the accelerator pedal linkage for a more positive action. More significantly, there's no rollcage as Neil says he's found them a pain to live with on a daily basis, which has sealed the fate of this car as a competitive race car. "It's not licensed for MSA events as anything with an altered roof, or an open roof, has to have a rollcage, but I can get in it and drive it whenever I want."

> "Seeing the DKP cars in the flesh really changed things for me"

Which neatly brings us to another of Neil's goals with this car – membership of DKR (Der Kafer Rennfahrer) VW club. "They just turn up and see who's the fastest. Because it's run what ya brung, I can race," says Neil with obvious glee. "These guys were a large motivation to finish the car so I could run my times and get into the club. At the moment I have a sub-14 second sticker, but I'd love to get a sub-13 one..."

TECH INFO

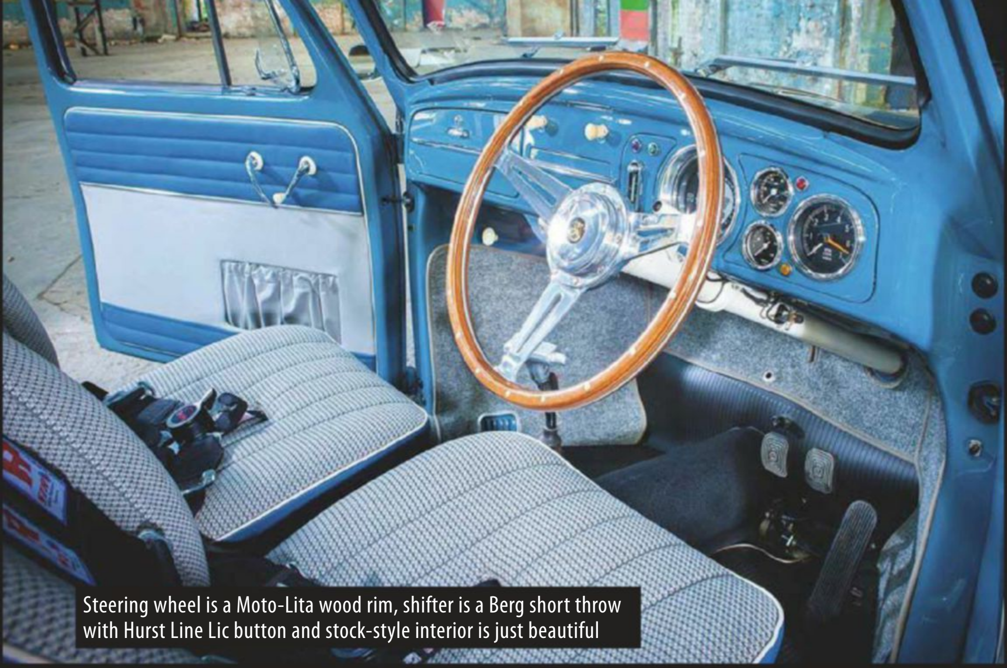
BODY: 1959 Beetle, repainted in Gulf Blue
ENGINE: 2276cc Type 1; 82mm DPR crank; 94mm Wiseco pistons; Scat H-bram roda; Engle FK87 cam; CB 044 heads (42 / 37.5mm valves); Autocraft 1.4 rockers; 48IDA Webers on Berg manifolds; MSD 6-AL ignition; 1 3/4-inch merged header with Turbo Thomas muffler
GEARBOX: Bear's Motorsport Type 1; 3.78, 2.06, 1.26, 0.89 gears; 3.875 ring and pinion; Super Diff; steel forks; welded gears; Sway-A-Way axles

Do it twice, do it right

Then there are the jobs that had to be done twice, or more, either because aftermarket parts didn't fit, or because our old friends cause and effect came into play. Sectioning the Beetle's seat frames so the early Porsche 911 / 912 seats sat where he wanted them worked a treat, until Neil came to check the forward / back motion of the seats on the runners (remember the bit earlier about wanting anybody to be able to drive the car). They hit the tunnel as they went back, so the seat frames had to be cut again and raised back up 20mm at the back. Three master cylinders later, a Porsche 944 one proved to work best with the combination of Talbot Horizon front calipers and CB Performance rear ones, but that necessitated the framehead be notched for brake pipe clearance. And so it goes on. "After six years – or is it seven? – you forget a lot of what you've done. You have to, otherwise you'd go mad."

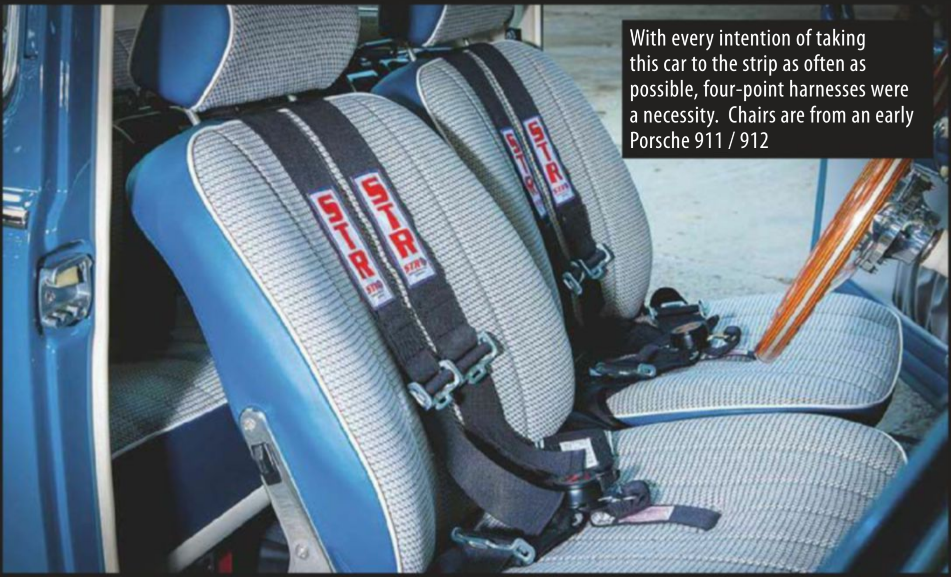
On top of all this, there are the inherent difficulties of working at home in less than ideal conditions. "I had to make a temporary sunroof cover just to keep the water out of the car where my garage roof leaks. And you invariably end up with a box of nuts, bolts, fuel line fittings and stuff like that that you either bought wrong, or that didn't fit for some reason or other, or because you changed your mind on how to do something."

The bottom line is cars like this are a labour of love, a drive from within to achieve something you want really badly. But the process of building

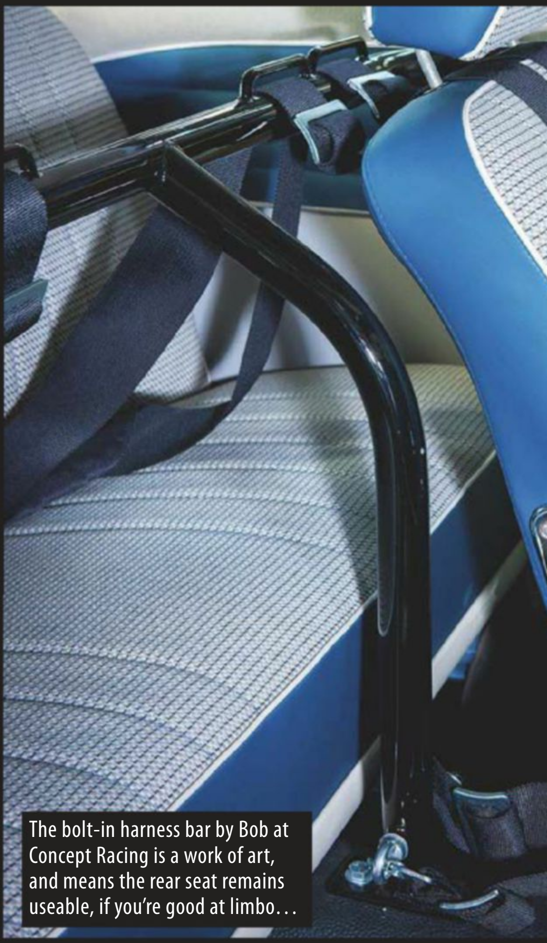


Steering wheel is a Moto-Lita wood rim, shifter is a Berg short throw with Hurst Line Lic button and stock-style interior is just beautiful

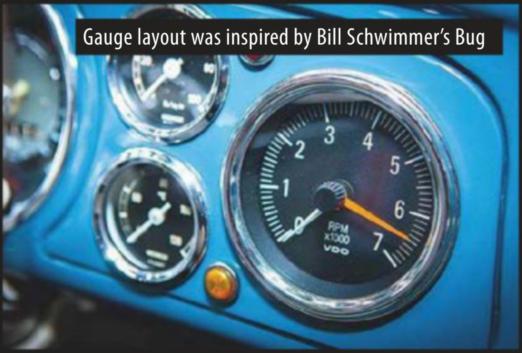
If you see this man and shout Neil he probably won't even turn his head. Try Dude instead



With every intention of taking this car to the strip as often as possible, four-point harnesses were a necessity. Chairs are from an early Porsche 911 / 912

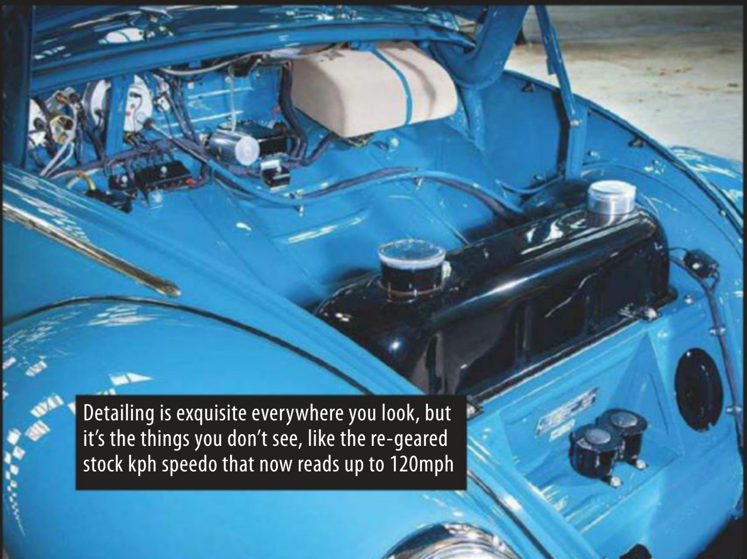


The bolt-in harness bar by Bob at Concept Racing is a work of art, and means the rear seat remains useable, if you're good at limbo…

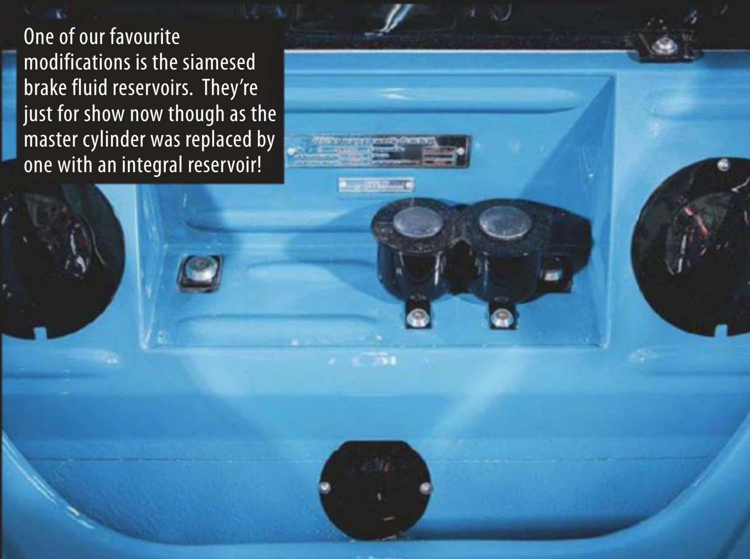


Gauge layout was inspired by Bill Schwimmer's Bug

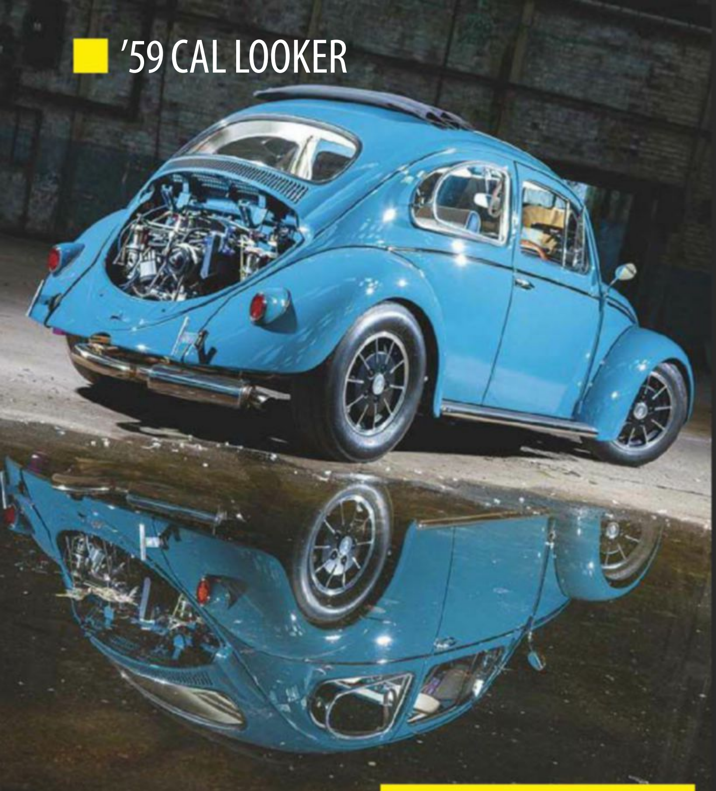
Sunroof cover was another part done twice, a temporary one was made during build up because of a leak in Neil's garage roof



Detailing is exquisite everywhere you look, but it's the things you don't see, like the re-geared stock kph speedo that now reads up to 120mph



One of our favourite modifications is the siamesed brake fluid reservoirs. They're just for show now though as the master cylinder was replaced by one with an integral reservoir!



> "It financially and mentally destroyed me"

them is also a release – in Neil's case from his more cerebral day job as a psychologist in the marine industry – and that couple of hours regularly spent after work in the garage is what he reckons keeps him sane.

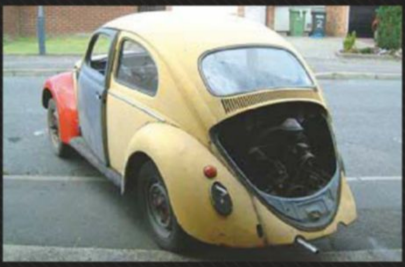
Double top

As we said earlier, it's a big commitment to own a race car, but it's an equally big one to build a car like this, and we applaud anyone who sees it through to the end. In Neil's case, that end would have been a lot further away without the help of Nick and Stevo at Double H Restorations in Kenilworth (www.doublehrestorations.co.uk). Not only did Stevo do the magnificent paintwork, and the bare metalling, lead loading, filling and priming that's underneath it all, Nick did a significant share of the final assembly work, to an exemplary standard. "I was just running out of time," explains Neil. "I was driving the 147 miles from my house in Cardiff to Coventry every weekend in the four months leading up to The *VolksWorld* Show, and Nick put so much time in on the car, I can never thank him enough.

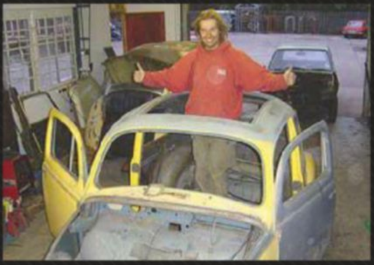
"Would I do it again? Never. It financially and mentally destroyed me, but I'm not scared of using it, and I'll never sell it. The end result is exactly what I had in my head seven or eight years ago, and I've done what I wanted to do with it. Now I can just enjoy it… and maybe go just a little bit faster." ■

Thanks: My wife, Nat, for being (mostly) patient with me about all the hours I have spent building the car, and for letting me build the engine in the front room! Nick and Stevo at Double H Restorations, Lee at Coventry Contract Upholstery for the interior, Richard Thomas of Turbo Thomas Exhausts, Bob at Concept Racing (your welding is amazing!) and Biagio at World Wild Wagens for detailing the wheels. Also, I must thank my ever-supportive mum and dad, the Welshies (Phil, Stretch, Rod, and Graham), Matty Walker, Rob next door, James from Stateside Tuning, Paul and Phil from Bears Motorsport, Alex Leiserach and my long term crew chief, Ady Goodier.

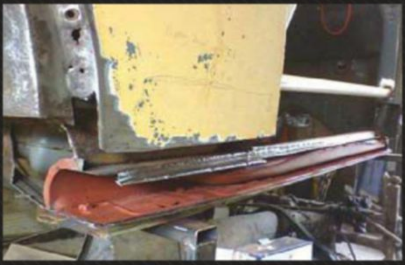
THE RESTORATION



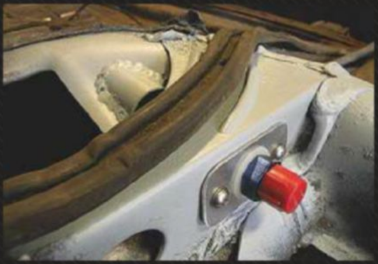
< The car as Neil bought it. This was actually the second car he bought, the '63 ragtop he bought first proving too bad to even consider restoring



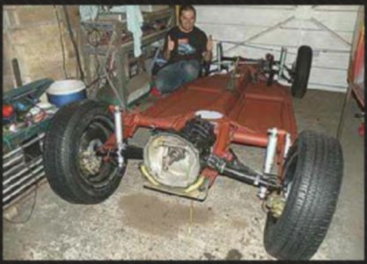
> Though it did yield the all-important Golde sunroof section that formed a crucial part of Neil's vision for his perfect California Looker



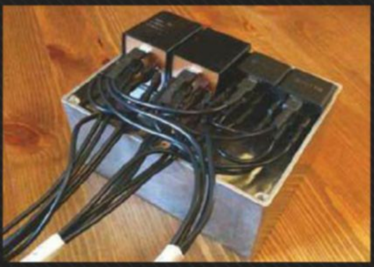
< Rust repairs were next, and there were plenty of them. As year correct panels weren't available then, Neil spent lots of time modifying pattern parts to look right



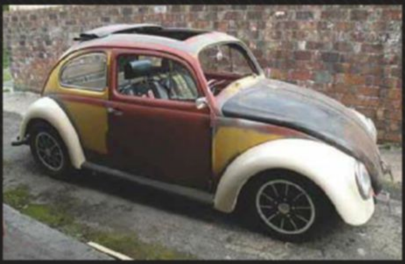
> There are many neat, well thought out tricks on this car, and the fuel line treatment is just one. Bulkhead fittings in removable panels fore and aft, and note the extra hump to prevent chafing



< A very happy Neil with the rolling floorpan built up in his garage prior to stripping, painting and detailing. There was two month's work in just getting the later gearbox to fit properly!



> If anyone tells you wiring pre-'61 tail lights to work as stop, tail and indicators is easy they haven't done it! Here's the neat set up Larry Stockford at Retro Custom built for Neil



< This is how far you have to go to build a car to this level – completely built up, wired and plumbed to ensure everything fits and works. Then you have to do it all again…

Paruzzi Classic VW Supplies

More than 60.000 parts for your Classic Volkswagen

To get monthly updates, go to www.paruzzi.com/newsletter and subscribe to our bimonthly e-mail newsletter! Keep up to date with all product announcements for your Classic Volkswagen.

4252

Master Brake Cylinder Cap

This cap is not a genuine Volkswagen part but it is a very good reproduction. We have all cap models available for all VW types.

Digital Catalogues

7 Digital Catalogues

The new Autumn Catalogues are available now. One Digital Catalogue per Volkswagen type, in three languages, view them online on:

autumn 2015

www.paruzzi.com/catalogue.

21274

Brake Fluid Fill Reservoir

This brake fluid fill reservoir comes from the Brazilian Volkswagen factory. Delivered without the fill reservoir cap (# 4252), order the cap separately.

6280

Wiper Time Relay

If you want to introduce a modern touch to your classic Volkswagen and enhance the comfort for long drives, this is the perfect add-on.

71685

Diesel Filters

Manufactured by the renown brand FEBI, which is also the supplier for Volkswagen, so high quality guaranteed.

74023

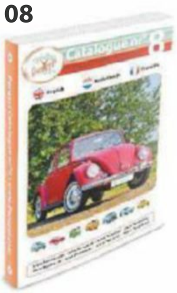
Tow Bar Systems

Available for the T25 Vanagon and the VW Type 3, all tow bar systems will be available for all classic VW's soon, register for the Paruzzi Newsletter on: www.Paruzzi.com/newsletter.

Paruzzi Catalogue

Print Catalogue nr° 08

The newest Paruzzi parts catalogue is available now, 416 pages with more than 6000 products for all classic Volkswagens. Order this new Paruzzi print catalogue for free on:

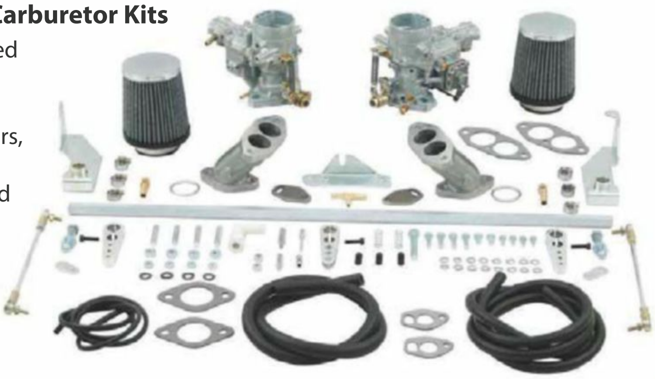


www.paruzzi.com/catalogue

4240

EMPI EPC 34 mm Carburetor Kits

These kits are delivered as a complete set including the inlet manifolds and air filters, they are available for the Type 1, Type 3 and Type 4 engines.



© December 2015 - www.Paruzzi.com

www.Paruzzi.com - www.Paruzzi.nl - www.Paruzzi.fr - www.Paruzzi.be
www.Paruzzi.se - www.Paruzzi.no - www.Paruzzi.fi - www.Paruzzi.pt

Paruzzi: Europe's nr° 1 Classic Volkswagen webstore

VOLKSWORLD SHOW 2016 2nd-3rd April 2016 Sandown Park, Esher, Surrey

VOLKSWORLD SHOW STUFF

Things to look forward to at the 2016 event

SPONSORED BY

25 years in the making

Has it really been 25 years since the doors opened on the first ever *VolksWorld* Show? Yes it has, and we are planning to celebrate this great milestone with our best show ever. However, we cannot do it without your help.

Show cars. The focal point of The *VolksWorld* Show is the show cars so, if you are restoring or building a new car, why not debut it at this year's anniversary event? You never know, you could walk off with one of the coveted awards. Email adrian.vaughan@timeinc.com

Clubs. We love to see as many of you as possible so, if you have not sorted a club weekend trip to the show for a few years, why not make 2016 the year to come on mass?

Old friends. If you were around 'back in the day' and have not been to the show for a while, why not make a return visit in 2016 and meet up with some of your old VW mates? You are sure to have a great time.

The best show cars

It's the cars that are the stars at The *VolksWorld* Show and really make the show what it is. And, as usual, we will have a veritable feast for your eyes in 2016. You can be assured that every car at the show will stop you in your tracks, whether it's stock, modified or out of this world. Just make sure you leave enough time to properly check out the fine details put into all of these cars by their owners. We assure you, you will be amazed…

VW Heritage – headline sponsor for a second year

"VW Heritage had a great time being part of the 2015 *VolksWorld* Show, and we are pleased to have been invited back as headline sponsor for *VolksWorld* 2016. It's fair to say we've got a busy winter ahead of us dreaming up ways to top last year, but we're confident we can make 2016 the best show ever. The UK is lucky to have such a vibrant VW community and we look forward to meeting and chatting with as many enthusiasts as possible over the course of a busy but enjoyable weekend at Sandown Park."

Camping at the show

We have so much going on at The *VolksWorld* Show, why not bring the family and make a weekend of it? If you camp, you get the extra benefits of quick access to the show, use of the on-site café and bar all weekend (see website for opening times), hot showers, plenty of toilets and entertainment in the bar on the Saturday night. Quiet camping was a big hit last year so will be available again in 2016.

If you don't fancy staying on site, you can take a five-minute walk and join thousands of other VW enthusiasts at one of the many bars and restaurants Esher has to offer. And remember, you can now stay on Friday night too at no extra cost. Camping plots sell out, so don't delay, book today

SHOW SHORTS

VWt Cool Water area

VWt magazine will be sponsoring the Cool Water area on the Summer Lawn and this year promises to be our best display ever. If you have a water-cooled Van you'd like to display, email adrian.vaughan@timeinc.com

Kids' zone

We pride ourselves at The *VolksWorld* Show in keeping your little ones entertained, as well as you, and the kids' zone is a safe place for the littl'uns to let off some steam and have some VW-related fun

Win cash at the show

We've teamed up with show sponsors, Carole Nash, to give away at the show £250, £150 or £100 cash each day to three lucky winners.

Trade stands

With over 100 trade stands situated inside and out, The *VolksWorld* Show is the biggest and best place to buy parts for your Volkswagen. We're sure you will find what you are looking for and, with hundreds of show-only deals, it's an opportunity too good to miss. If you need something in particular, why not order in advance and collect on the day? If you're a company and would like to trade, we have a limited number of trade plots still available. Call Ben Foster on 0208 726 8336 or email ben.foster@timeinc.com

Apply for a FREE club stand before they all go

Clubs, and their unique collections of Volkswagens, add a fantastic extra element to The *VolksWorld* Show. With hundreds of vehicles, from daily drivers to show winners, representing all facets of the VW community, there is always something for everyone, and it's a great place to pick up advice, hook up with old mates and make new friends throughout the weekend. If you are interested in booking a club stand, email adrian.vaughan@timeinc.com

April 2-3 2016 – Book your advance tickets at www.volksworldshow.com

This one is good for camping

DANBURY
XXL

This one is good for camping...shopping...work...
school run...parking...

Introducing the new, more powerful, more fuel-efficient
T6 Transporter from Danbury.
Versatile, flexible and packed with new innovations and technology.
NEW T6 campervans **from £38,995**. USED campervans **from £29,995***

Danbury
MotorCaravans

www.danburymotorcaravans.com
01454 310 000

*Danbury VW T5 Transporter 2010, 40,000 miles, 5 seat Surf conversion. Subject to availabilty.

AR
90-87

Are you experienced?

Having owned just about every other type of air-cooled VW, Gertjan Bilderbeek decided he needed to have the Barndoor experience, only on his terms rather than those of VW

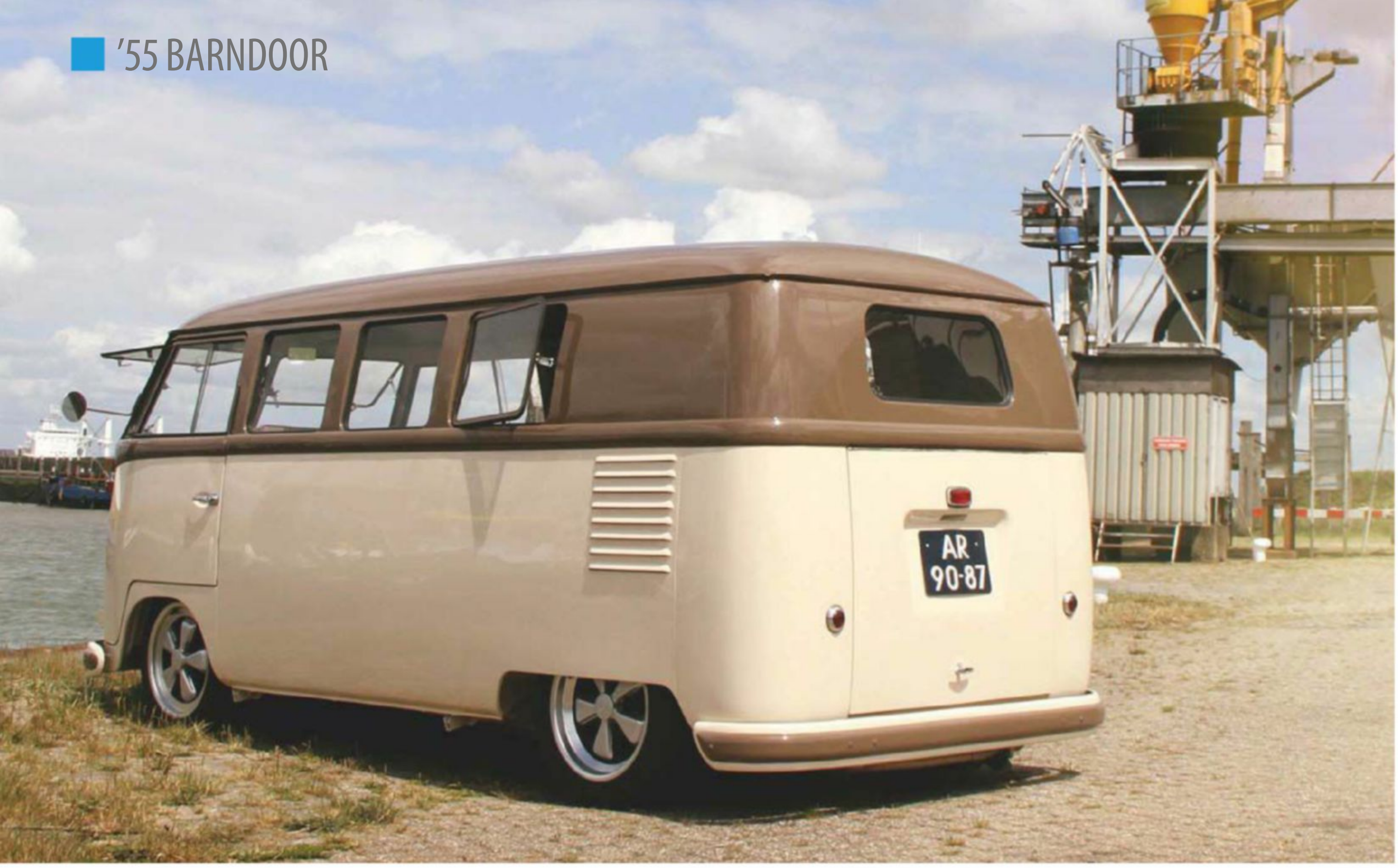
Words Mike Pye **Photos** Niels Timmerman

Whichever way you look at it, Barndoor Buses are hot property these days, with those with a penchant for the earliest Type 2s of all falling over each other to try and own the oldest, or the most unusual, versions of the marque. It took approximately 50 years for the Volkswagen world to wake up to them as a cool mode of transport but, now they have, prices have gone through the roof, original parts are in high demand and a whole new side to the VW aftermarket has opened up, with specialist companies like Auto Craft Engineering and Klassic Fab making excellent quality, Barndoor-specific repair panels. I asked Gertjan Bilderbeek, Djoek (pronounced Duke) to his friends, what it was that attracted him to a Barndoor after a lifetime of VW ownership? “I like to be different, and at the time I bought this Bus there was nobody I knew who owned one.” A quick flick through Gertjan’s back catalogue of VWs shows that desire to drive something different has always been there. “My first car was a ’73 Beetle, then a ’65 Beetle, but then I went to Golf GTis because it was my only car and they drove a bit better. But in 2004 I went with my brother to a meeting with a restored ’62 Beetle Convertible and I was back on track.” Since then, there’s not a lot from the air-cooled VW range Gertjan hasn’t owned. A Type 181, ’76 Bay, ’70 Westfalia, ’73 Squareback, ’66 Panel Van, ’58 Beetle, Wizard Beetle van, ’77 Karmann Gipsy,’ 75 Bay with a Beetle on the roof, ’63 Squareback… you get the picture.

Even as late as August 2011, when Gertjan bought this ’55 Microbus, he says few people had cottoned on to the Barndoor experience. “You almost never heard about them back then, but I think Niels [Timmerman] of *AirMighty*’s awesome Barndoor gathering in Amersfoort in 2014 did most of the job of spreading the word in Europe.” In truth, there was a small but dedicated band of people in the UK into them a long time before that – witness the RBOD (Ribbed Bumper Or Die) movement that appeared in 2002/’3 – but it’s definitely true to say there has been a huge rise in interest in them in the last few years.

But I wonder how many of those who lust after one have ever driven one? I’ve only ever been driven in a stock Barndoor, and it was a harrowing experience, so I was keen to know whether Gertjan had driven this Bus before starting the restoration. The answer was no, as the Bus wasn’t a runner when he bought it and he had no intention of keeping it stock anyway.

>



It may be fashionable these days not to paint your Bus, but how good do they look in a fresh coat of colour? And the two-tone brown combo is delicious

"My goal with this Bus was to put all the things that I want into one Bus – outside, inside, music, fridge, fun and a good driver." So, essentially, he wanted to take everything that was Barndoor out of the Barndoor, and just keep the exterior looks.

VW / Porsche hybrid

So, a plan was hatched to upgrade every single area of the Bus, starting at the front beam, going all the way through the interior and ending at the exhaust at the back. To this end, the Bus now has a 2-inch narrowed and adjustable front beam with dropped spindles, KYB gas shocks and a Porsche 944 disc brake conversion. In place of the old split case transmission and reduction boxes, it has a stock 1969 Karmann Ghia gearbox with its improved gear ratios and 4.125:1 final drive. To this are bolted wider Type 3 composite drum brakes, with more KYB shocks and adjustable spring plates to dial in the ride height.

"My goal was to put all the things I want into one Bus"

The tuned up – at least by comparison with the 1131cc 25-horse of the earliest Barndoors – 1192cc 30-horse motor has long been removed and in its place now sits a stock W-code Type 4 engine. That's a 1700 from a VW / Porsche 914 and VW 411. With its stock Bosch D-Jetronic fuel injection, this engine only produced 80bhp at 4,900rpm, but a very useable 98ft.lbs of torque from just 2,700rpm, which is where you really notice the difference. Gertjan has chosen to substitute twin 40IDF Webers for the continuous flow mechanical injection system and has added an external oil cooler, a CSP Python exhaust and Beetle-style upright fan assembly in place of the crank-mounted fan system. It's not a race motor, but it is a massive improvement.

With that lot underneath, it's fair to say this Bus owes about as much to its Barndoor roots as a Porsche 911 does to a Beetle, but then it was always more about the looks for Gertjan than it was the Barndoor driving experience.

Externally and internally, this Bus has been given the works, having been stripped to a bare 'shell, repaired where necessary (two new side panels and a nearside rear corner, but surprisingly few other major repairs) and then expertly painted by Gertjan's two neighbours either side of his Djoek VW parts shop (www.djoekvwshop.com) in the town of Hulst in The Netherlands. He's fortunate in that one neighbour is his brother, Martijn, who runs his own VW restoration company, MCP Volkswagenwerken (www.m-c-p.nl), while on the other side is his good friend Timo at CCR van Leuven (www.ccr-vanleuven.nl), a classic car restoration specialist who undertook the paintwork side of things in that most sublime of Barndoor Microbus colour combinations, L75 Light Beige downstairs, L76 Brown Beige upstairs. "I originally wanted the primer look, but then changed my mind and went the full glossy, and I'm so glad I did," recalls Gertjan with a grin.

TECH INFO

BODY: 1955 Barndoor Kombi; L75 Light Beige, L76 Brown Beige

ENGINE: 1700cc W-code Type 4 from VW / Porsche 914; dual 40IDF Webers; CSP fan conversion

CHASSIS: 2-inch narrowed, adjustable front beam; dropped spindles; adjustable spring plates; Porsche 944 front brakes; '69 Karmann Ghia gearbox; Type 3 rear drums

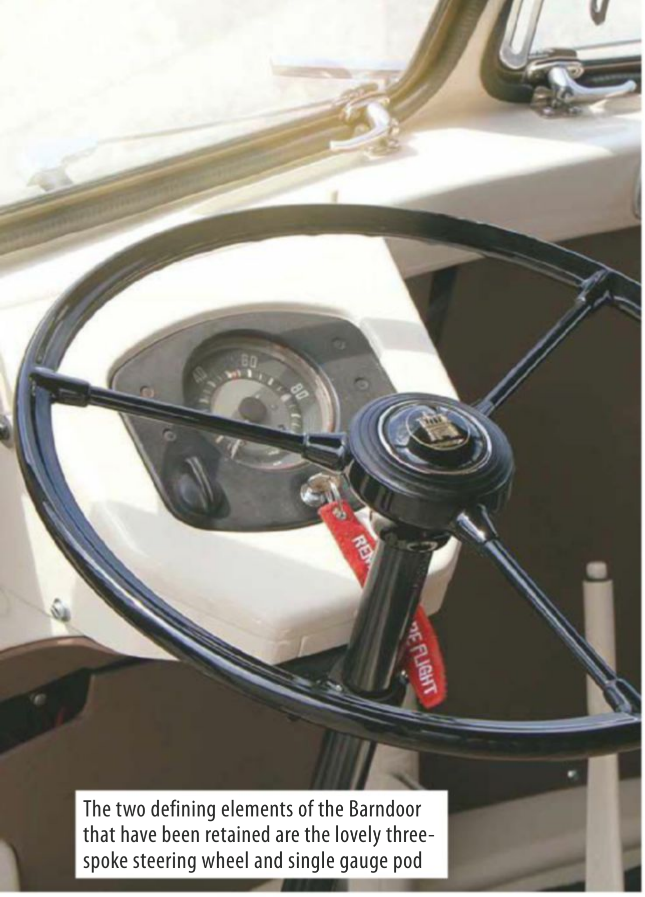
INTERIOR: Airteriors Fun Bus conversion

Feeling the Barndoor represents the purest of all VW Transporter designs, no modifications at all were made to the body, save for the addition of safari windows up front and a pair of pop-outs in the rear-most side windows for some ventilation in the living area. An ambulance fan had already been cut into the Barndoor's roof, so this useful accessory was duly re-fitted.

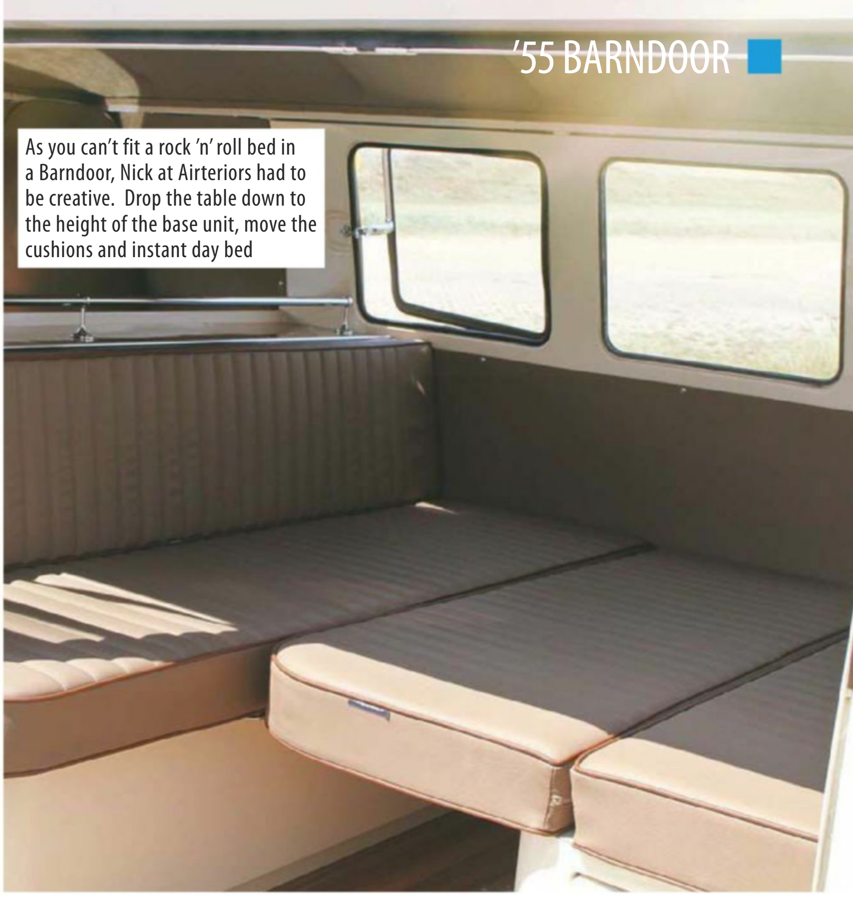
Fun factor five

With a set of 15-inch Fuchs bolted up, Gertjan now had the looks he was after and the good driver box was ticked, too. What he needed now was the music, fridge and fun factors.

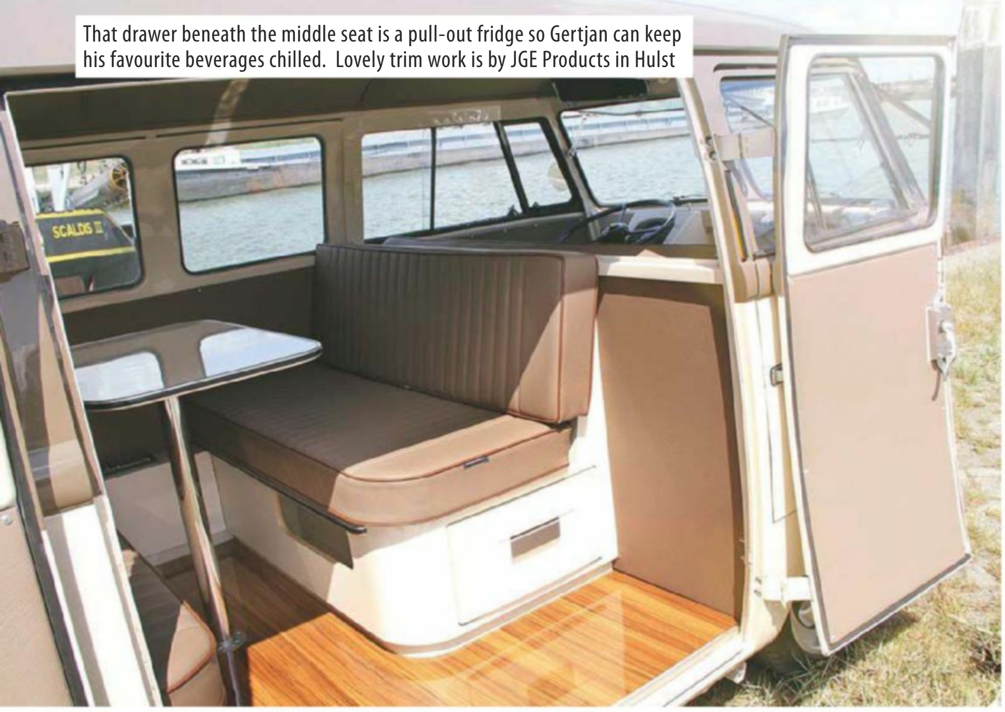
"I saw some pictures of a Bus with a floor I really liked in it and thought, 'that's it!'. It had been done by Airteriors in the UK (www.airteriors.co.uk), so I contacted Nick [Kaye] and he came up with some ideas. Then,



The two defining elements of the Barndoor that have been retained are the lovely three-spoke steering wheel and single gauge pod



As you can't fit a rock 'n' roll bed in a Barndoor, Nick at Airteriors had to be creative. Drop the table down to the height of the base unit, move the cushions and instant day bed

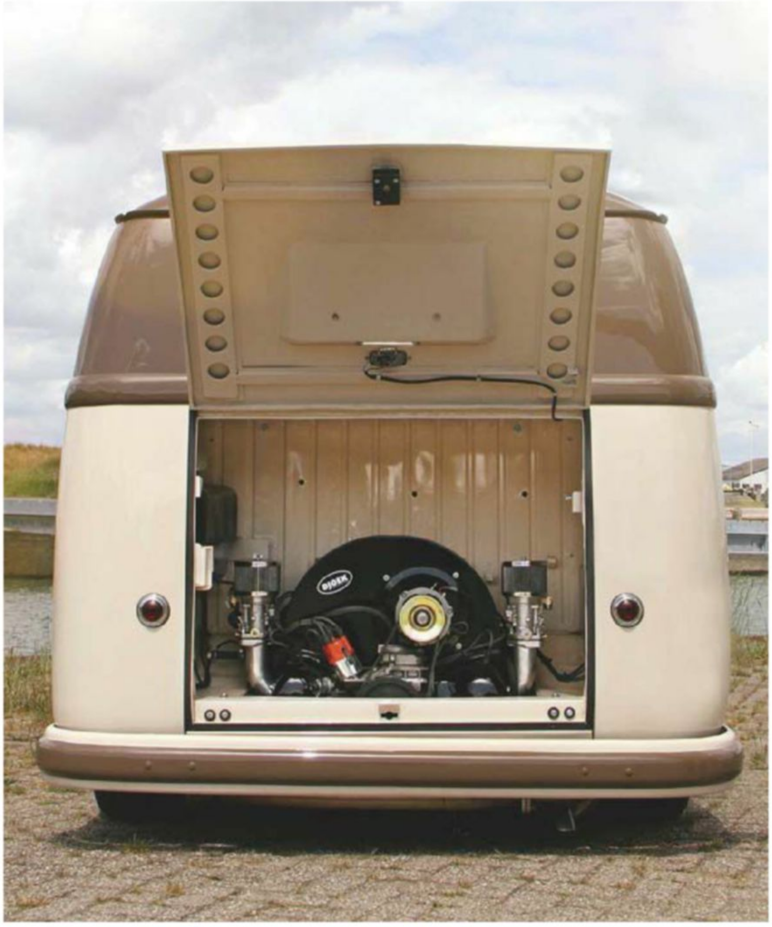


That drawer beneath the middle seat is a pull-out fridge so Gertjan can keep his favourite beverages chilled. Lovely trim work is by JGE Products in Hulst

Neat speaker pods in the rear quarters were created by Airteriors and trimmed to match the Bus

The box section behind the rear seat is home to two hefty subs and the amps that power the ICE, but there's also space for bedding to be stored when not in use

As Barndoors have no vents above the front 'screens, an ambulance fan is almost a necessity



If you're in any doubt as to what the term 'Barndoor' refers to, this picture explains it perfectly. Just look at the size of that engine lid!

when it was made, he came over to me in Hulst, together with Lee Pickering of Rusty Lee beds, to install it." When Gertjan mentioned Nick had changed his own Bus into a Barndoor inside to ensure the interior would fit I was intrigued, so called Airteriors to find out more. Nick: "When Gertjan first called, he said he wanted a useable camping interior in a Barndoor. As you can't put a rock 'n' roll bed in a Barndoor, I thought it sounded like an interesting project, so I found some Barndoor blueprints on the 'net and did some initial sketches using those and the actual dimensions. I think he was quite impressed with that." And what of this turning your Bus into a Barndoor? "Ah, I drove to the Lake District to take some measurements from a friend's Barndoor and then built up the area above the engine in my '61 15-window like it is in an early Bus. Then, using the dimensions from the blueprints, I made the interior to fit the mocked-up Bus. I still didn't know if it was going to fit Djoek's Bus until we got there…" And did it? Gertjan: "It was a perfect fit in mine. They are great guys, so I made two new friends as well!"

Too small to show

With the stock front seat and the custom made rear cushions beautifully trimmed in a complementary brown material by Jac and Glenn at JGE Products, also in Hulst, the three-and-a-half-year project was finally complete. However, something still wasn't quite right in Gertjan's eyes. "It was the 15-inch wheels. I just felt they looked too small, so three weeks before The *VolksWorld* Show I changed them to 16s. Detailing and polishing just wasn't possible

"People think they're Splits, but almost nothing is the same on them"

in the time, so I went for the silver look and I really like it so they've stayed like that."

Now it's finished, I asked Gertjan if the Bus is everything he hoped for. "I love it! There's nothing I would have done differently, though the suspension is very hard at the minute, so we are going to change the front axle this winter. Except for that though, it is a great driver and the perfect combination of everything I like in a VW Bus."

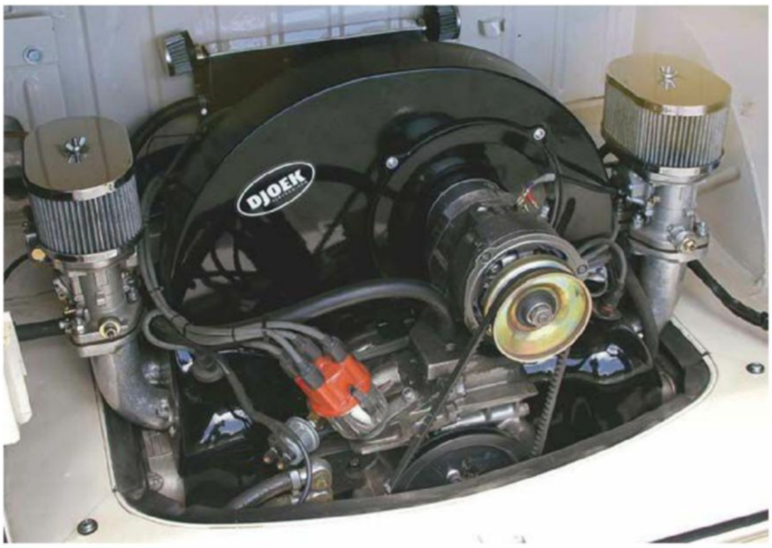
So, given your experience with this one, do you have any advice for anyone looking to do their first Bus restoration, I asked? "Don't do it! Just kidding, but you do need to take your time and never give up. If you are thinking of a Barndoor though, you should be aware that everything is different. People think they're Splits, and for sure they look like one, but almost nothing is the same on them, and some parts are really hard to find. For me, it was the rear view mirror and the lock cover on the cargo doors. And everything for a Barndoor is very expensive."

Still, with the help of Nick and Lee, as well as Gertjan's many VW friends, the project was brought in right on time, that time being its scheduled debut at The *VolksWorld* Show in March where Gertjan's efforts didn't go unnoticed and the Bus received a well deserved Top 20 award. Now, though, it's being used for exactly what Gertjan built it for or, as he put it at the beginning, "outside, inside, music, fridge, fun and a good driver." It's certainly all that now. ■

Thanks: My brother, Martijn, from MCP Volkswagen werken (www.m-c-p.nl), Timo from CCR van Leuven (www.ccr-vanleuven.nl), Nick from Airteriors (www.airteriors.co.uk), Lee from Rusty Lee Beds (www.vwrustylee.com), Jac and Glenn from JGE Products (www.jgeproducts.nl) and all my friends who helped.

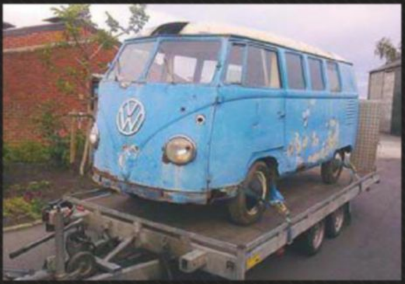
Gertjan chose 16-inch Fuchs as he felt they better filled the 'arches. They're 6s and 7s with 175/50 and 205/55 tyres

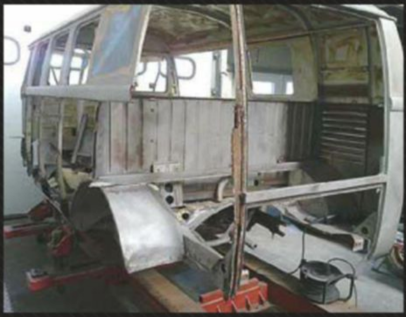
Beneath that 30-horse fan shroud is a stock 1700cc Type 4 motor from a VW / Porsche 914



THE BUILD

In Barndoor terms, this Bus was a pretty good one, though some crucial parts that proved very expensive to replace were missing. Note the hole cut in the roof for the ambulance fan



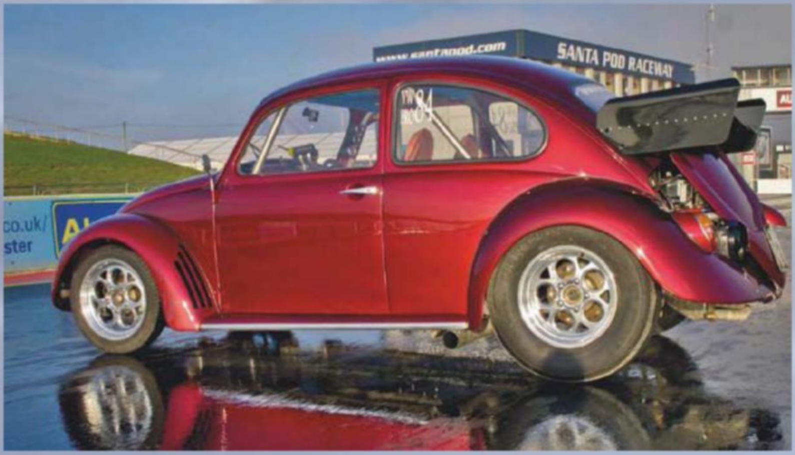


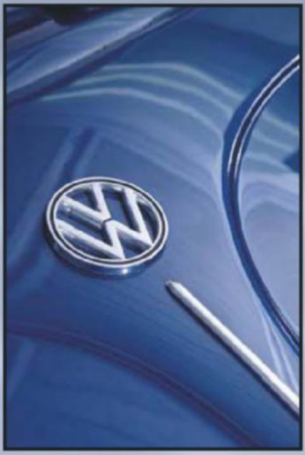
Once stripped down and assessed, it was deemed better to replace the whole long side and rear corner rather than try and repair them. Auto Craft Engineering panels were used

In the paint booth at CCR van Leuven where good friend, Timo, took on the paintwork part of the project after Gertjan's brother, Martijn, had completed the body repairs

DC CUSTOMS

Restoration **Modification** **Servicing**


www.santapod.com
SANTA POD RACEWAY



Full and part restorations
Body and paintwork
Low bake oven
Servicing and repairs
Lowering, air suspension, brake upgrades
Electrics and rewiring

AD.DEZIGN©
VWDRC

WWW.DCCUSTOMS.CO.UK
Based in the West Midlands
01384 636459 07852 744911

C&C

www.customandcommercial.com

Suppliers of VW parts for your Beetle, Split, Bay, Ghia, T25, T3 and T4

German quality range includes repair panels, interior parts, window parts through to lights and lenses. Tried and tested for durability, fit and quality – Quality parts you can trust.

GERMAN quality range

SM4554
Smiths Tacho 6000rpm OE style grey face T2 68-71

Genuine VW complete handle set working on one key – Used 61-63
S29914

S29121
German VW early bay dash speedo pod complete RHD

S88340
Genuine speedo unit with clear needle 70 mph complete Rebuilt 6/55-6/59

T99201
German quality complete front wheel arch skin Right 80-91

S74388
SOLO complete rear straight axle kit for splitscreen bus 55-97

Vintage speed Type 4 Baywindow Bus hidden tail pipe super flow muffler
V00088

Empi Raider wheel matt black 5x205

E03164
German quality complete chrome internal door release handle and surround Left 68-72

S72991
German quality internal door release surrounds 68-72

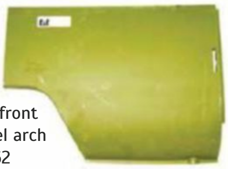
S27719
German quality deluxe dash grab handle ivory with polished ends 55-67

S70375

Klassic Fab Panels

We are continuing to expand our range of **Klassic Fab Repair Panels**

K00333
Klassic fab complete cargo floor RHD 66-67



K00488
Short sill in front of rear wheel arch 14 inch 50-62

K00278
Rear outrigger Left 50-7/59

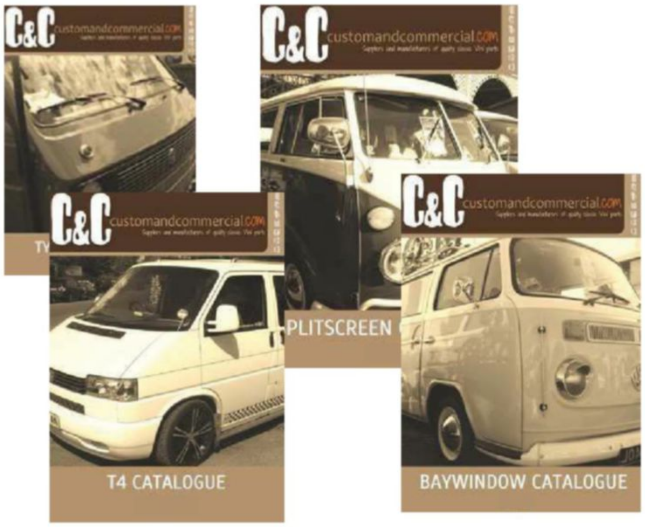
K00738
Klassic fab rear valance 59-65

K00676
Klassic fab complete rear corner Right 62-67

Visit our web site to view our full and expanding range

Line drawings on web site to help you find products more easily

Catalogues now available to download



Go online and download our catalogues today

Tel: 01372 452622 / 01372 458604

FREE DELIVERY

*ON ALL UK WEB ORDERS OVER

* exclusions apply

JOIN US ON FACEBOOK

www.customandcommercial.com

Unit 11, Bookham Industrial Estate, Church Road, Great Bookham, Surrey, KT23 3EU

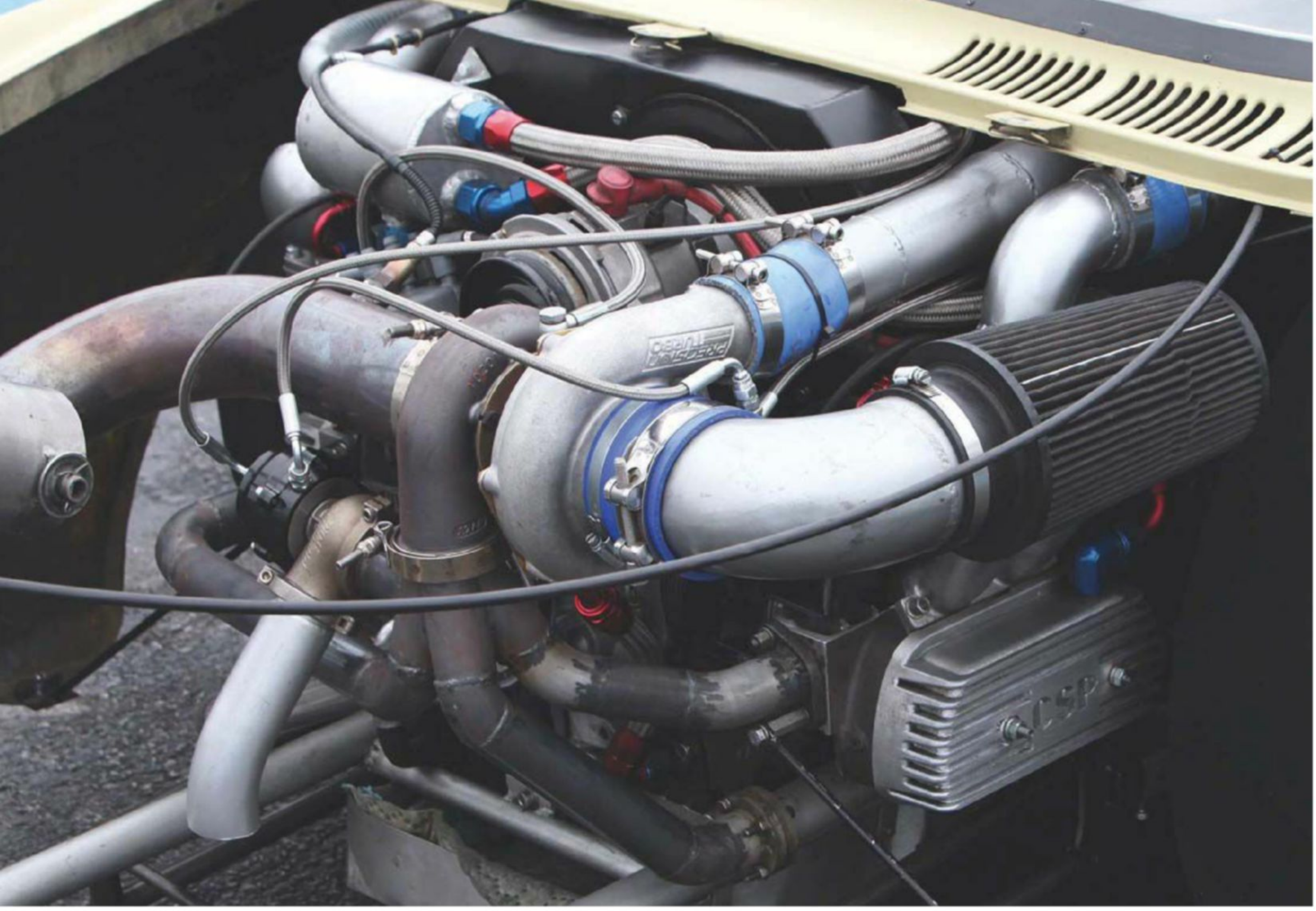
www.customandcommercial.com

Pressure dome

No one sets to and builds a successful race car without any experience, do they? Johan Fahlgren did, and this is the result

Words Georg Otto **Photos** Sven Zimmerman

Västerås is an industrial city in the Swedish province of Västmanland, around 60 miles west of Stockholm, the capital of the Scandinavian country. The winters are long and cold in this town, situated close to the huge Mälaren Lake, like almost everywhere in Sweden. This fact may be one of the reasons why many inhabitants, mainly male, spend the cold season in their heated garages, fiddling around with cars. With turbocharged cars, to be precise. That's their favourite way to increase performance, and why many people in the car world know Västerås simply as 'Turbo Town'. Long-term readers of *VolksWorld* may remember our first story about this crazy city in the May 1995 issue – that's 20 years ago! But it's not only air-cooled VW people experimenting with blown vehicles, the BMW, Volvo and Toyota crowd is also in on the secret. And when the snow melts in spring, the results of their efforts are taken to the local airfield to find out if the hard work put in will pay off in lower quarter mile times.



This all-out race engine still features an alternator and fan shroud behind the mass of pipework that links the intercooler and the Precision turbo. It pulled 580bhp and 421.88ft.lbs of torque on the dyno

This city, which seems like paradise for most of us car nuts, is also the hometown of Johan Fahlgren. The 44-year-old Swede is not new to the VW scene and owned several Type 3s before this one. "I always had a soft spot for the 'big' Volkswagen, and I still have a 1969 Fastback as my street car," explains Johan. "Friends of mine got me hooked on drag racing when they mixed the BMW and Volvo guys up with their turbocharged Beetle. So, in 2007, I decided to build my own drag car, based on a Type 3 Notchback. I have to say I never built a car before. This, combined with a lot of enthusiasm, is a dangerous mixture," says the IT specialist with a wink. "But luckily I had some friends who helped me."

"I never built a car before. This, combined with a lot of enthusiasm is a dangerous mixture"

As you all know, the most important thing is a good base car to start with. In Johan's case 'good' wasn't so important, as he didn't want to use the chassis, interior and mechanics anyway. "I found a rather sorry looking '65 Notch in a town nearby and dragged it home. That same evening I went to a birthday party, and when I came back home, the body was off the 'pan! My friend, Fredde, happened to come by with a big angle grinder while I was away and he separated the two components, which were welded together."

So bad, so good

The duo didn't stop there though, they also cut off the front clip, leaving just the cowl on the body, while the rear lost everything underneath the window line and behind the b-pillar. "The 1500S was so bad I couldn't even save the rear wings. I mean, what do you expect for €120? But it was the perfect car for my needs. The floorpan and leftovers went to the crusher, but I kept the doors, which I had to weld at the bottom." Johan bought some glass fibre front wings and had someone make him a very light glass fibre boot lid. The rest is metal, including the front and rear apron and the rear wings. "I knew from the beginning I wanted to have a tube chassis car, as the plans were to go really fast!" In Turbo Town lingo, this means under 10 seconds over the quarter mile.

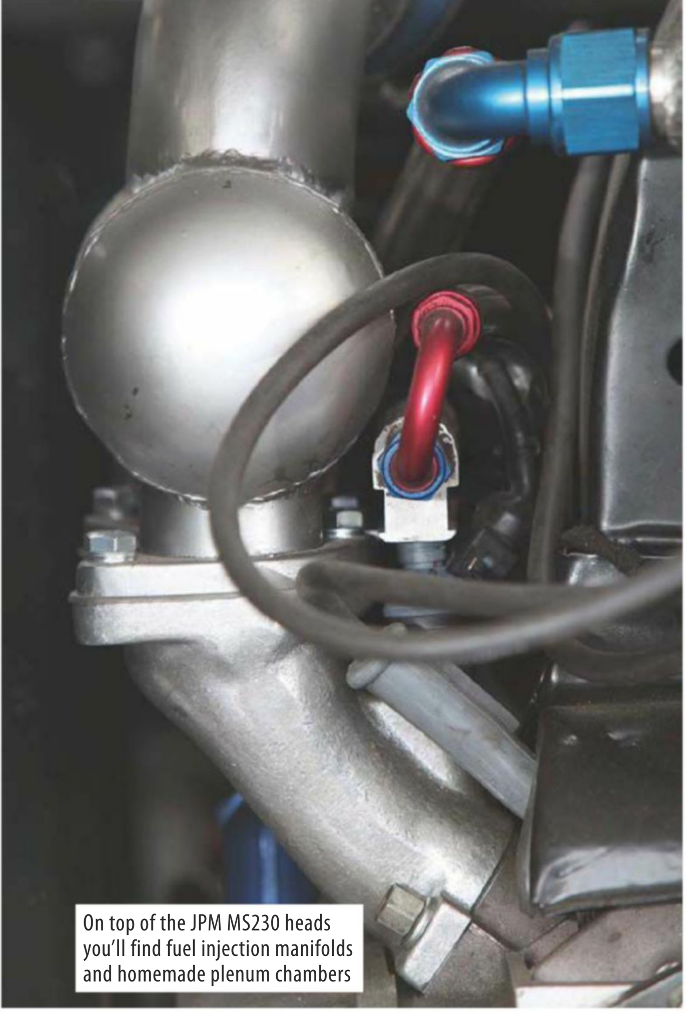
TECH INFO

ENGINE: 2387cc Type 1; aluminium case; 86mm Scat flanged crank; CB 5.7-inch super race rods; 94mm Wiseco pistons in homemade cylinders; JPM MS230 heads with 48 and 38mm valves; PSI 1225 springs; titanium retainers; JPM 1.45 / 1.55:1 rockers; JPM Raptor cam; 8.1:1 compression; Volvo 850 throttle body; Precision 67 / 65 turbocharger and wastegate; intercooler; two Bosch 044 fuel pumps; Maxx ECU; coil packs

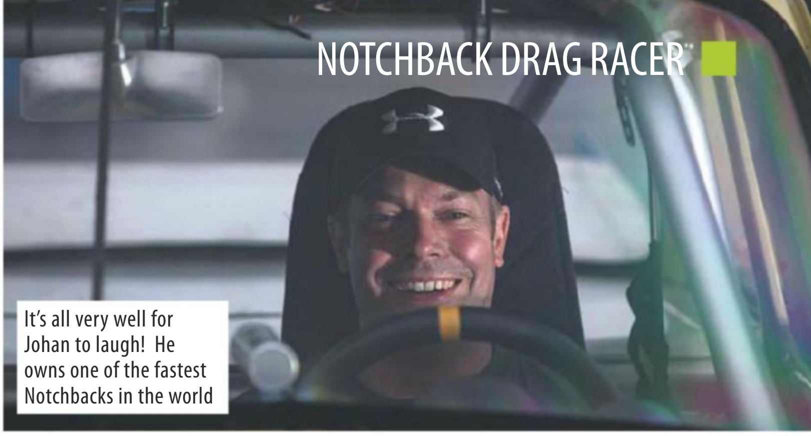
Chassis shopping

"Pretty much at the same time as I started looking around for a Type 3, I ordered a complete chassis from Ron Lummus Racing (RLR) in Anaheim, California. My order included the optional Strange Engineering Ultra Strut package, which consists of adjustable coilover front struts and lightweight steel disc brakes. I also ordered some Bogart Racing Fly Star wheels, wrapped in Mickey Thompson ET Drag slicks and front runners. That made it easier to transport the chassis and saved some money, too", recalls the father of two. "Lexan windows, a Strange Engineering quick-release steering wheel hub and some other bits were also packed in the container with my chassis."

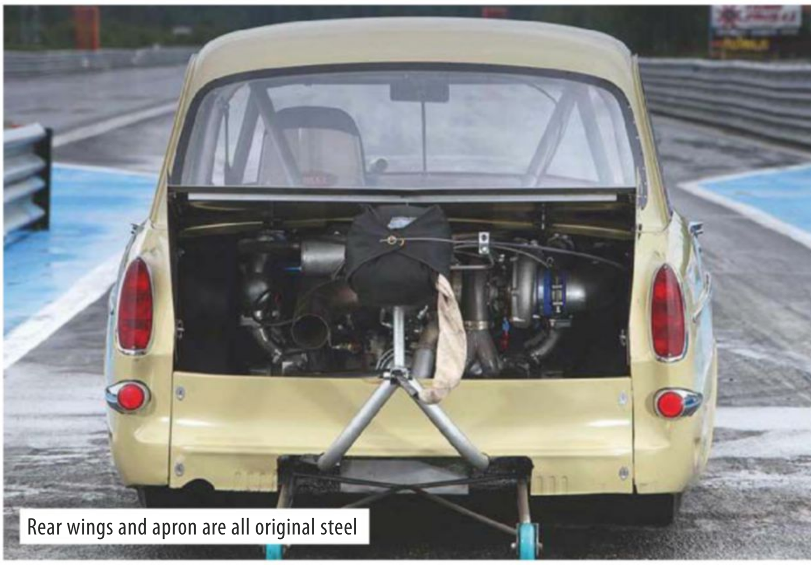
While Johan was impatiently waiting for his container to arrive, he made use of the time and started building the engine. The first incarnation was in an AutoLinea case with a displacement of 2332cc, but that has since been replaced with the current powerplant.



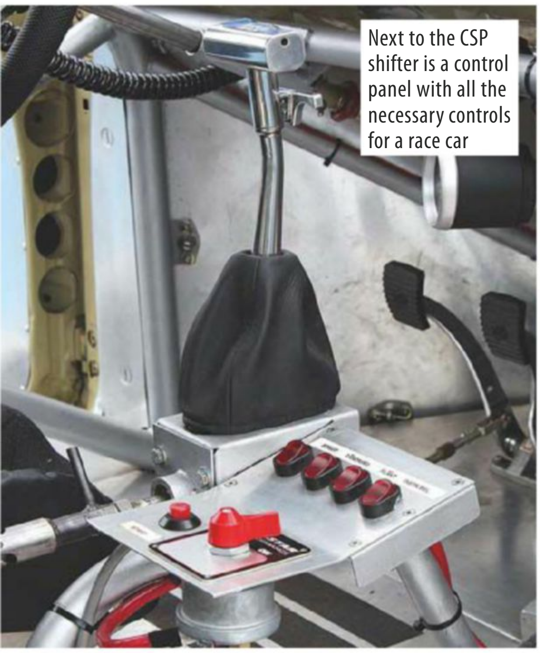
On top of the JPM MS230 heads you'll find fuel injection manifolds and homemade plenum chambers



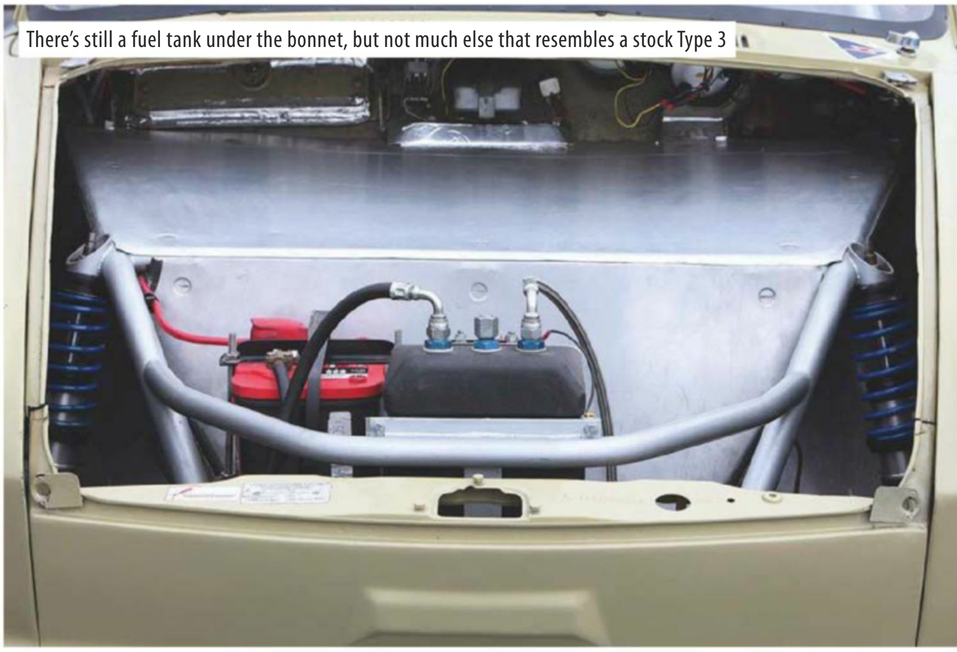
It's all very well for Johan to laugh! He owns one of the fastest Notchbacks in the world



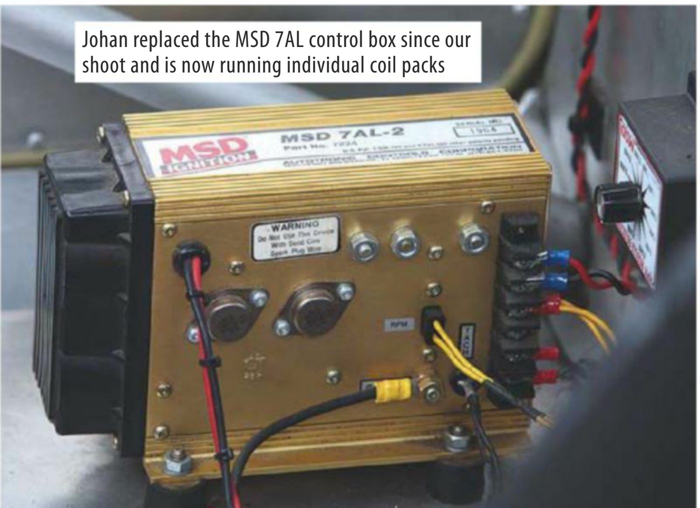
Rear wings and apron are all original steel



Next to the CSP shifter is a control panel with all the necessary controls for a race car

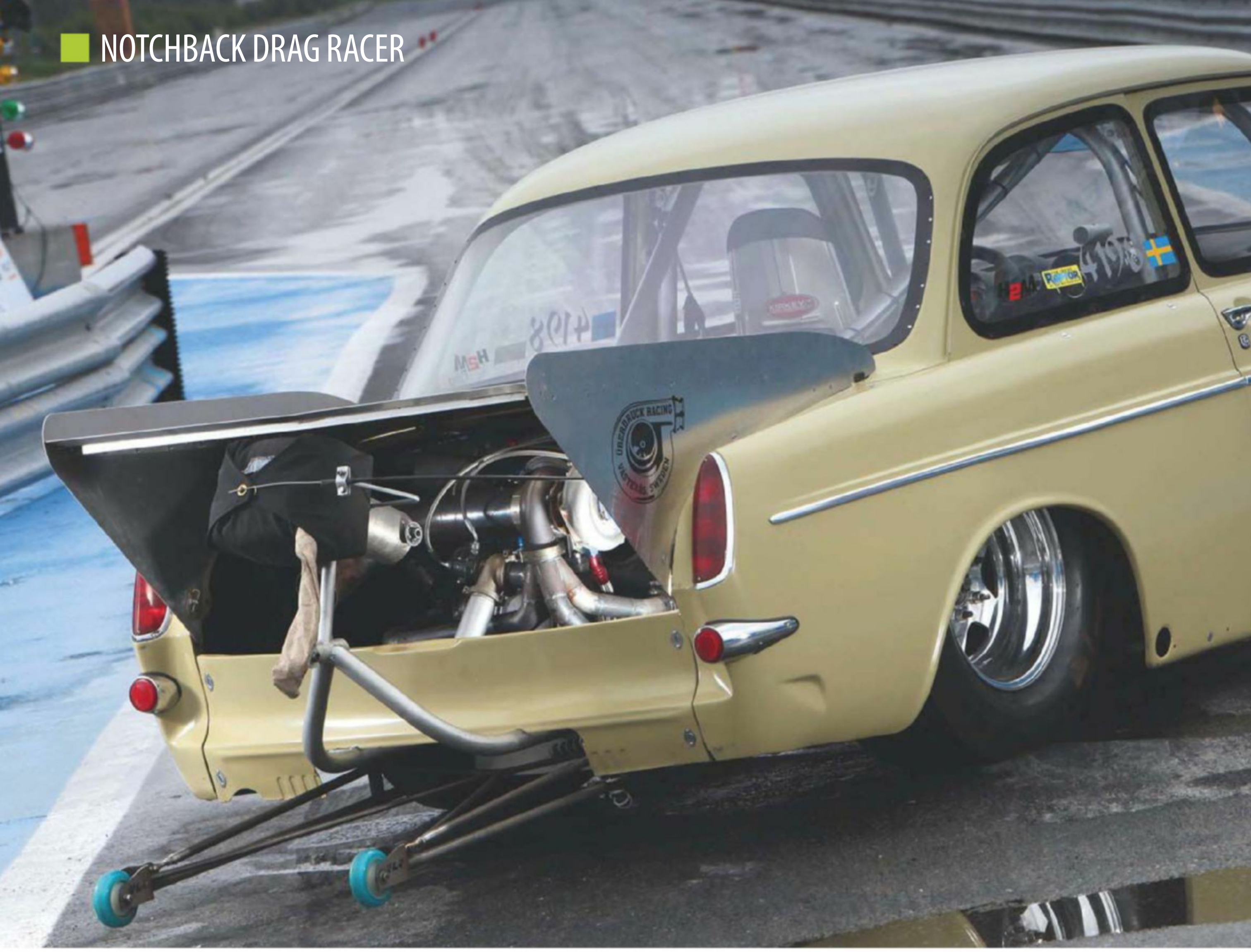


There's still a fuel tank under the bonnet, but not much else that resembles a stock Type 3



Johan replaced the MSD 7AL control box since our shoot and is now running individual coil packs

Remove the offside rear wing and you'll find the huge intercooler whose job it is to cool the inlet charge



“A race car is always evolving, and so is the engine,” says Johan with a glint in his eye. So now the motor comprises a CB AutoLinea aluminium case with custom made cylinders held in place by six studs each. The 94mm Wiseco pistons inside them are accompanied by an 86mm Scat billet flanged crank, while the JPM 230 heads are equipped with massive 48mm intake valves and 38mm exhausts. Forced induction engines usually come with a compression ratio below 10:1 because the air / fuel mixture is already compressed when it reaches the combustion chambers, and this is why Johan has set the car up at just 8.1:1. The Precision 67 / 65 turbocharger sits on homemade pipework, pressing the air through an intercooler and a Volvo 850 single throttle body.

Maxx power

While Johan was originally running an Autech SM2 control unit and a MSD 7AL-2, he more recently swapped to a Swedish Maxx ECU and individual coil packs, and reports a marked improvement: “The last time I had it on the dyno it made 580bhp at the wheels with 2.1bar of pressure and 572Nm of torque, which equals to 421.88ft.lbs!”

When the chassis arrived at Johan’s place at the beginning of 2009, the real work could started with aligning the body to the tube frame, fabricating all the necessary mounting brackets and attaching the exterior body panels with Dzus fasteners. “I never worked with aluminium before, and not much with steel either, but I thought I’d give it a try,” he says with a smile. The clearly capable Swede then fabricated all the aluminium panels for the floor, the doors and the firewalls, as well as the pipework for the intercooler, a protection bar for the fuel tank and a mounting system for the parachute. His last bit of ‘give-it-a-try’ work was the huge aluminium rear wing which replaces the engine lid. Not bad for a first effort at working with metal, huh?

“While we were working on the car, I was offered a Mendeola MD4 drag race gearbox,” continues Johan. “I knew I would have to modify the frame for it, but I couldn’t waste this opportunity, so I bought it.” Before the Type 3 was painted, Johan took care of the interior, fitting the CNC hydraulic pedal assembly,

TECH INFO

CHASSIS: Ron Lummus Racing tube chassis package, Strange Engineering Ultra struts; coilover rear with 32-inch ladder bars; lightweight racing disc brakes all round; rack and pinion steering

GEARBOX: Mendeola MD4 drag race unit

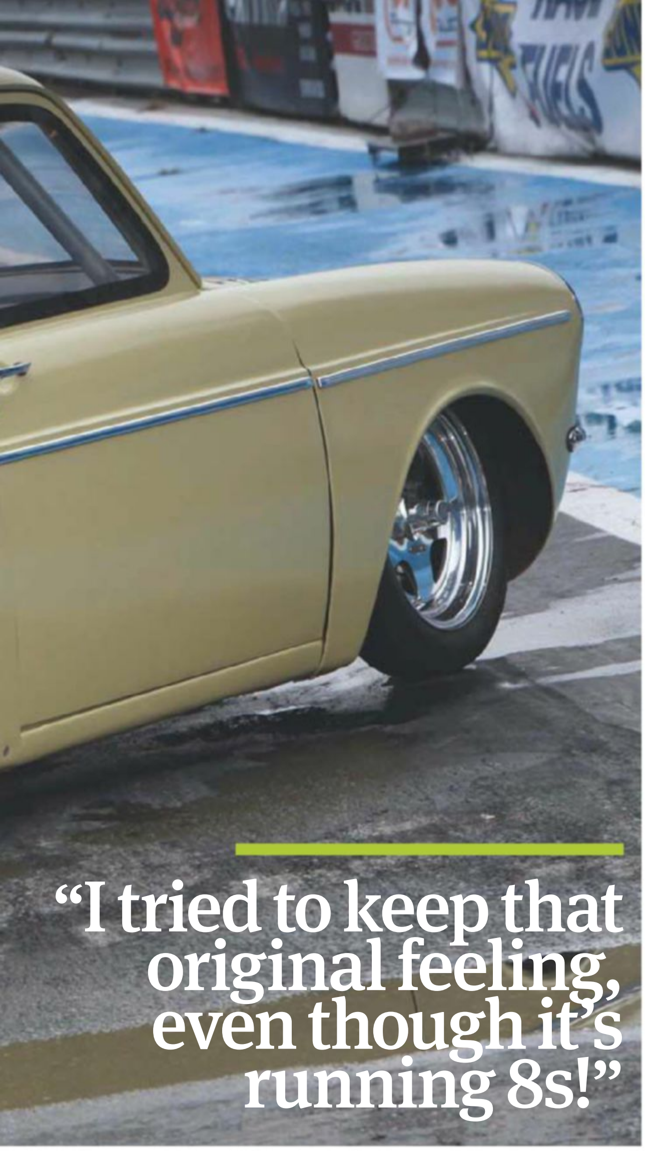
WHEELS AND TYRES: 4 and 9 x 15 Bogart Fly Stars; Mickey Thompson ET Drag slicks and ET Fronts

The Strange Engineering steering wheel is sitting on a matching quick release column. Note the giant idiot lights in the stock dash cover

Strange steering column, the control panel and the Kirkey ali race seat precisely to suit him.

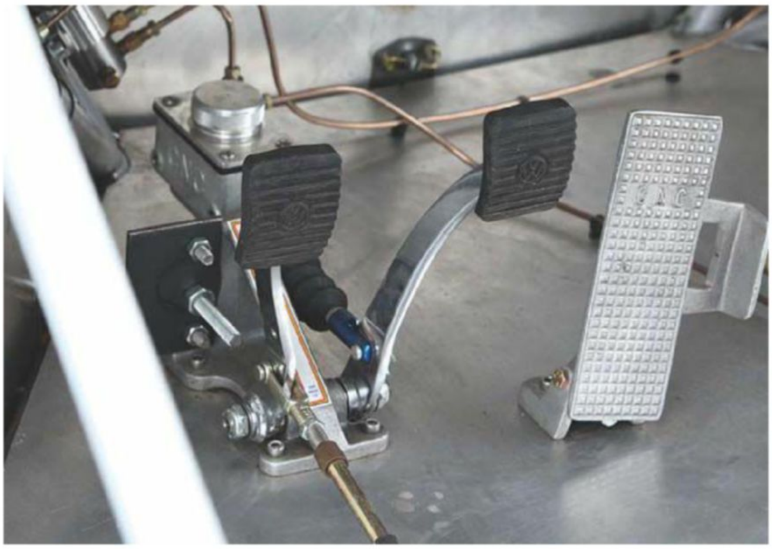
When everything was in place, Johan and his friends took the car apart and took the body to the paint shop to have it sprayed in its original L563 Safari Beige, but with a dash of matting agent added, which gives the Volkswagen a more subtle, aged look. “I put almost all the trim back on, including headlight bezels, indicators, tail lights and door handles. This way I tried to keep that original feeling with the car, even though it’s running 8s!”

Definitely not original was the feeling Johan experienced when he raced the car for the first time at the Scandinavian Cal-look Classic (SCC). “Even though the car had some teething troubles that year, I knew it would be fast once properly prepared.” And he wasn’t wrong, for his current personal best is an 8.93 ET at 159.57mph. But, like Johan said earlier, race cars evolve, and so the ’cage has now been upgraded and this winter he’s going to be busy working on the engine, so expect even lower elapsed times in 2016. One thing’s for sure, this is definitely a Notch to watch. ■

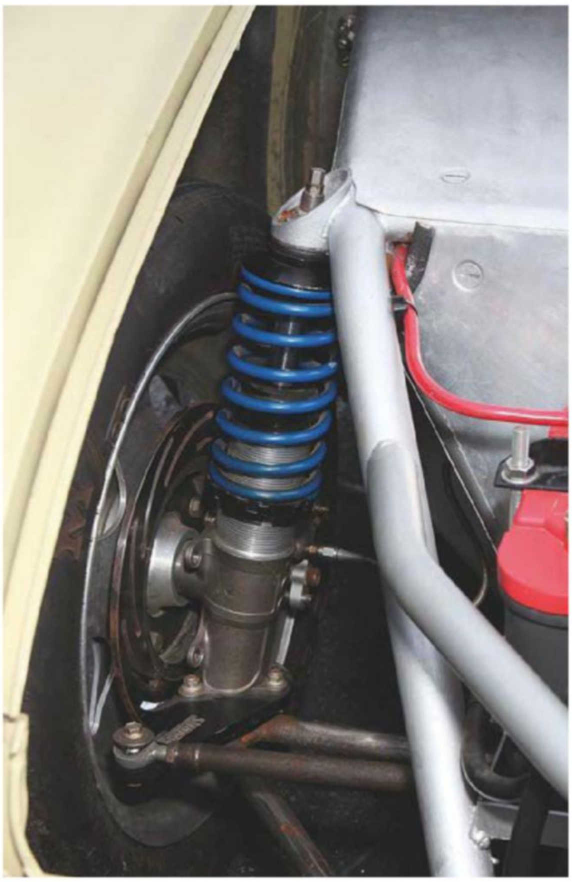


“I tried to keep that original feeling, even though it’s running 8s!”

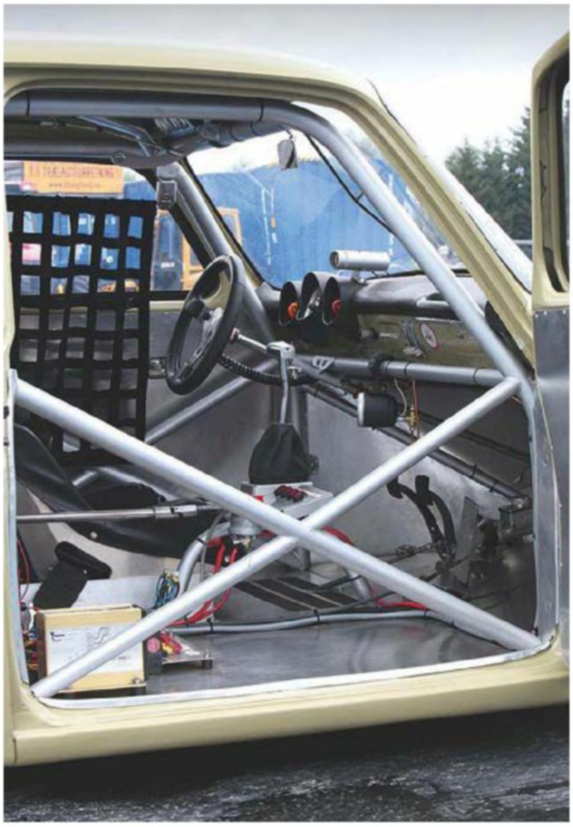
If you want to go really fast in a VW, a proven tube chassis package is the most cost-effective place to start. And nothing makes power like a turbo



Johan ordered the CNC hydraulic pedal assembly as part of the chassis package from RLR in California



Lightweight disc brakes are included in the Strange Engineering Ultra Strut package. Coilovers allow for infinite adjustability



The dash is the only thing left stock in the cockpit, everything else is pure race car. Note how high the shifter and shift rod now sit above the floor

VOLKS WORLD
SHOW 2016
2nd-3rd April 2016
Sandown Park, Esher, Surrey

THE UK'S BIGGEST AND BEST VW SHOW

Why not come for the weekend?

It will allow you to chill out, spend some time with the family, take your time to go round the show, have a drink with old mates and make some new ones. The camping area has full on-site facilities and the golf course bar will be serving food and drink all weekend and providing entertainment on the Saturday night. Make sure you make time to pop up to the High Street and take in the unique atmosphere that The *VolksWorld* Show brings to this small Surrey village. The advance ticket hotline is now open and is offering discounts on all types of tickets, so book today at www.volksworldshow.com

www.volksworldshow.com

the brasserie
umber plate lights: These were often changed in
f a smaller aftermarket unit.

Ticket hotline now open

Early bird discounts available for tickets bought before November 10 2015

See www.volksworldshow.com
or tel. 020 8726 8342

SPONSORED BY

vwheritage
Meguiar's
CAROLE NASH The care it deserves
CAMPERVANTASTIC www.campervantastic.com

Mohn ami

Any stock, original Beetle is a joy, but never more so than when it's a Mohnrot (Poppy Red) Karmann Cabriolet from the year many claim is the high point of Beetle production

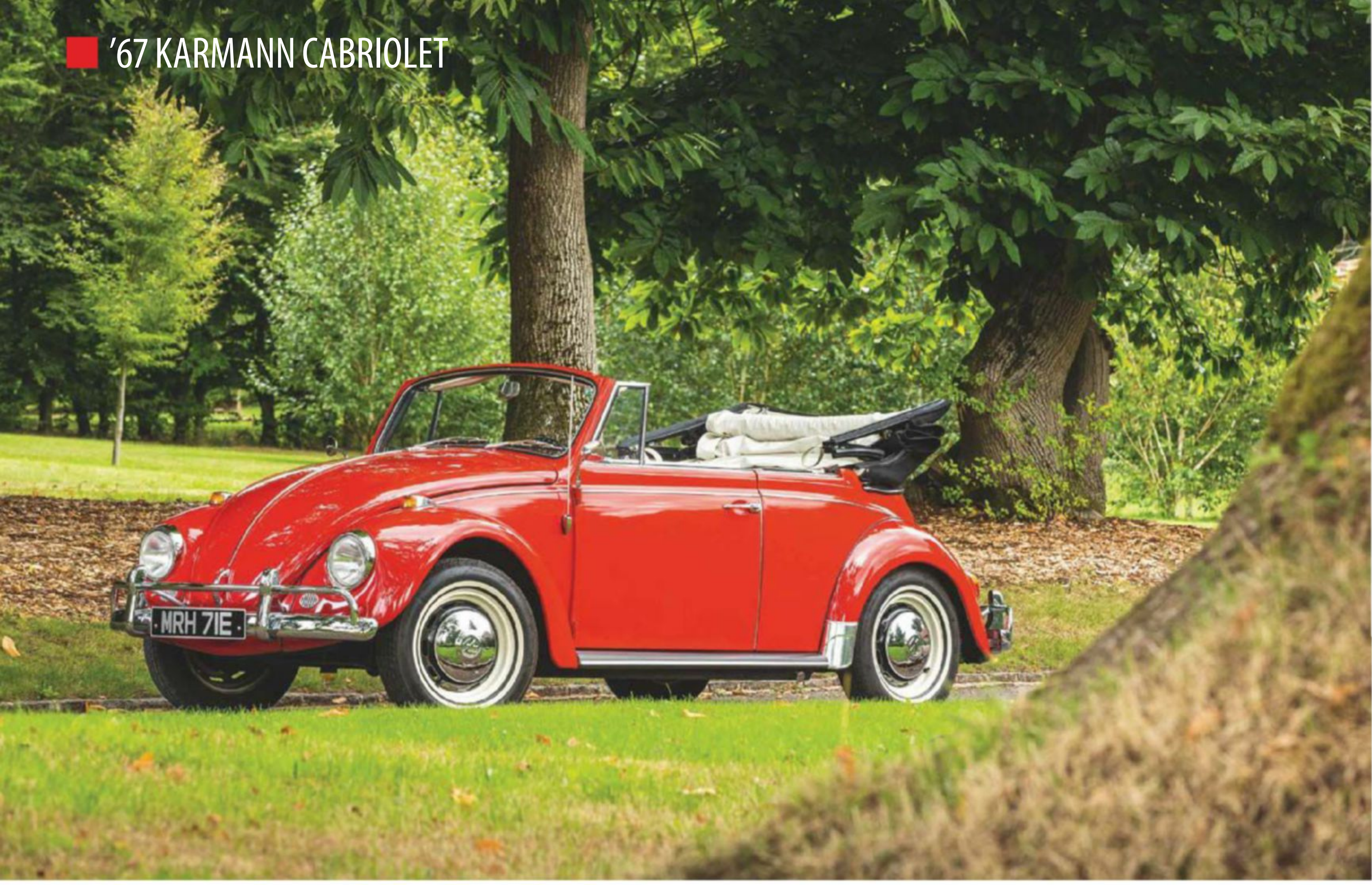
Words Ivan McCutcheon **Photos** Dan Pullen

The 1967 Karmann Beetle you see here, owned by Mark Reynolds from Tilford, Surrey is among the first to have upright headlights, as opposed to sloping ones. This was unique to American-spec cars and the promotional blurb VW of America (VWoA) put out at the time stated, "The front fenders [wings] have a new look because our headlights have a new look. We straightened them, eliminated the glass cover and added more electrical power." VW had to fit 12-volt fit sealed beams to meet with US federal regulations.

The US market also got two-speed wipers, hazard warning lights and a pair of reversing lights on the back bumper. Locking front seat back rests were added to help keep rear seat passengers from slamming those in front into the dashboard in a collision. Flat rubber cushioned knobs and rubber handles and the deletion of the ashtray knob from the dash were less obvious safety features. The inner door handles were changed to flush-fitting, pull-out handles, rather than spear-like levers. The doors were also fitted with push / pull door lock buttons. US cars came with retractable front seat belts as standard. VWoA boasted they had "moved the high and low beam button from the floor up to the turn signal lever", but the whole world knows this change was introduced for the '66 model.

Creative copy

VW's advertising was equally creative when it came to explaining the new decklid: "We squared off the engine lid. And straightened up the place that holds the license plate to make it easier to read. For the police." In reality, the new shape lid was introduced to clear the larger dual air intake filter unit on the new, H series, 1493cc, 53bhp engine. The new engine helped raise the status of the '67 to that of a legend. It wasn't just that the maximum and cruising speed was raised to 78mph, some 4mph above the '66 1300. The real benefit was in grunt, as the 1293cc engine made 69ft.lbs of torque at 2,600rpm whilst the new 1493cc made 78ft.lbs, and this equated to a seriously different car in terms of acceleration and mid-range power.



Slotted beauty rings were fitted as standard. Mark has them, but prefers the duo-tone look of painted wheels, accentuated by thin band whitewalls

Another element Volkswagen finally addressed was the rear suspension. EMPI and Speedwell had worked together to produce a rear anti-roll device, which they marketed as a Camber Compensator, and which greatly reduced the lurching oversteer transfer tendency the Beetle's swing-axle rear end was famed for. VW themselves improved the front suspension by adding a steering damper, anti-roll bar and balljoints in place of the old king and link pins, but the rear end wasn't addressed until the so-called z-bar was introduced in 1967. The system got its name as the points that connect to the rear axles were mounted in such a way they were like the letter z, only sideways. It worked by forcing the outer rear wheel upwards under cornering, combatting the swing axle's predilection to push the wheel downwards. The z-bar reduced the tendency to oversteer and this meant the '67 had far more neutral handling characteristics.

> "This car has covered just 68,000 miles from new"

Having just explained how much better the '67 Beetle was, you would think VW would have made more of them than any other year. But this is not the case at all. In fact, 1967 saw production figures for the Karmann Cabriolet drop to lower than they had been a decade before, with 7,583 being made, compared to 7,972 in 1957. With this in mind, any soft-top '67 is desirable. If you want one, you will be able to find one, but I personally doubt there are more than a handful in the world in similar condition to this example. And that's what attracted Mark Reynolds to it.

Mark started driving in 1984 and his first car was a Beetle. That 1971 1200 base model set him on a path of VW ownership that continues three decades on. When the time came for the Beetle to be replaced, Mark bought a Bay Window Camper, and this was to set him on his career path, as he ended up setting up his own workshop to maintain and restore VWs. His company, Just Kampers, has gone on to become one of the largest VW parts suppliers in the world.

TECH INFO

BODY: 1967 US-spec Karmann Cabriolet in L54 Poppy Red

ENGINE: Stock H-series 1493cc single port (83mm x 69mm)

GEARBOX: Swing axle, four speed, 4.125 final drive

POWER: 53bhp at 4,200rpm; maximum and cruising speed 78mph; 0-60mph in 23 seconds

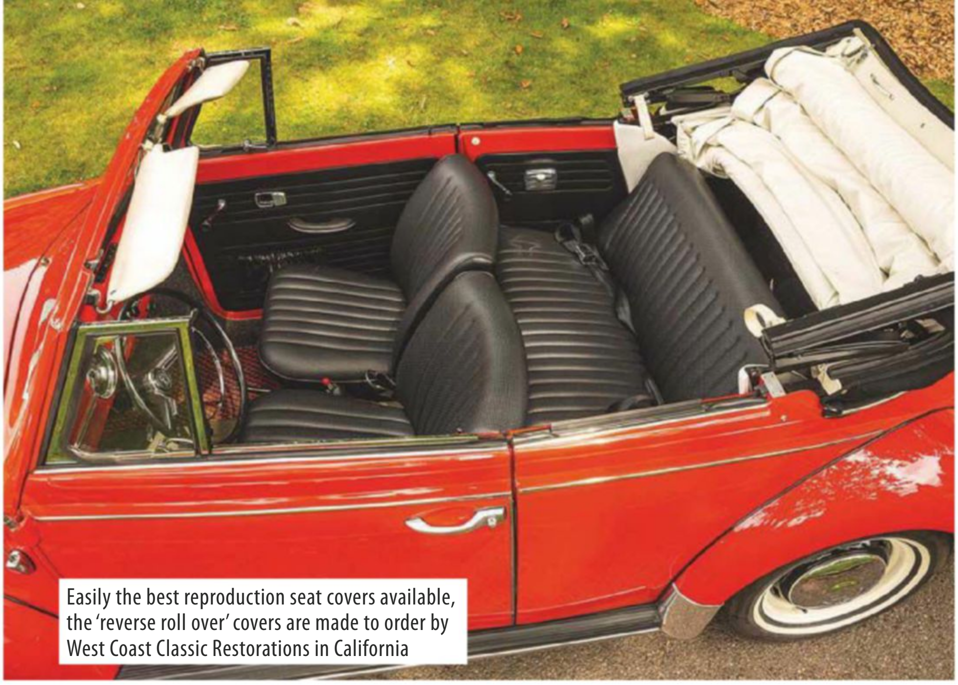
BRAKES: 5-bolt drum brakes front and rear

Something special

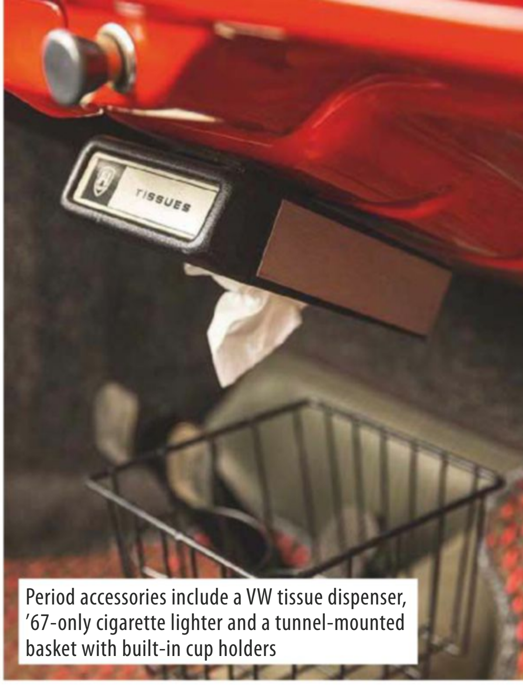
At the start of this year, Mark had the urge to own another Beetle. He's had many come and go since that first one, but this time around he wanted something really special. Hours of internet searching secured a number of potential candidates, but none of them tickled his fancy enough to buy it. Then he saw this car advertised on oldbug.com, Randy Carlson's online VW sales site. The detailed advert and numerous photographs certainly got Mark's attention, and a call was made to Randy to find out more. Shortly afterwards, the car was safely packed in a container on a ship on its way to England.

You'll understand his eagerness when we tell you this car has covered just 68,000 miles from new, the L54 Mohnrot (Poppy Red) is about 90% original, and it has recently had a very through mechanical overhaul. On top of that, it has had a sympathetic refurbishment of the convertible top, interior trim and elements such as the brightwork and wheels. Oh, and it had a new set of tyres, too.

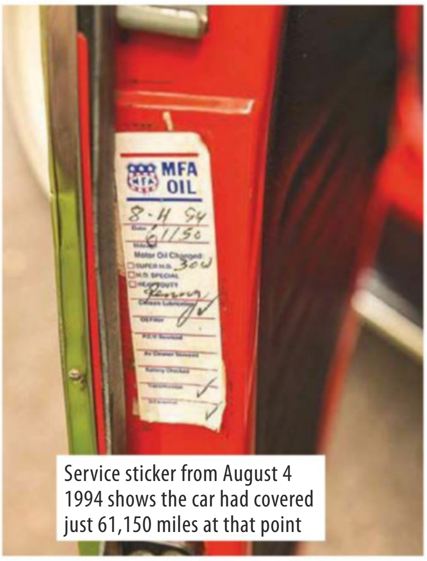
The work was done in California by Mesa West German Auto Center between 2010 and 2012 for the owner at the time, Nicholas Cardin from Newport Beach. The work carried out amounted to $18,900, equivalent to about £12,300 at the time. Now that's a lot of money to spend, but we should highlight the fact this was a very clean and original car to start with and great care has been taken not to lose, but enhance its originality. As such, you'll find some blemishes and wear marks in the paint, but it is clear only the wings have been repainted in the 48 years since it was built.



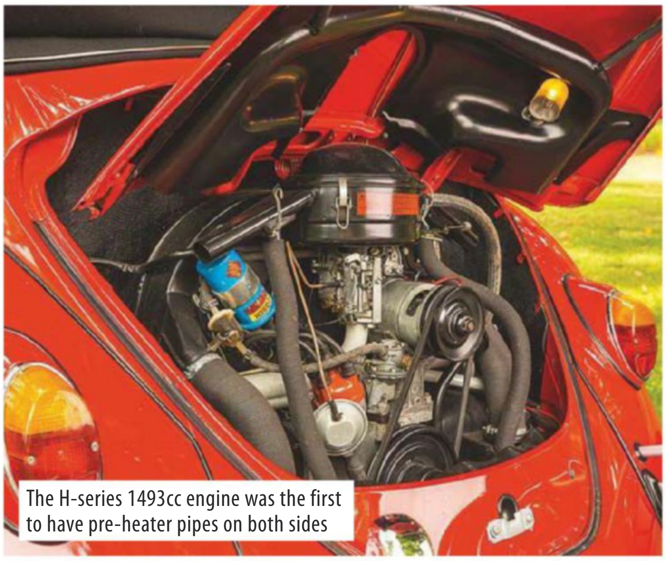
Easily the best reproduction seat covers available, the 'reverse roll over' covers are made to order by West Coast Classic Restorations in California



Period accessories include a VW tissue dispenser, '67-only cigarette lighter and a tunnel-mounted basket with built-in cup holders

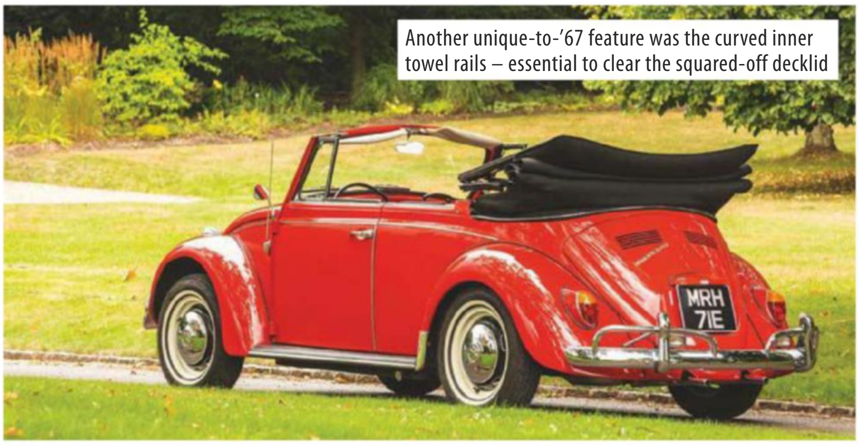


Service sticker from August 4 1994 shows the car had covered just 61,150 miles at that point

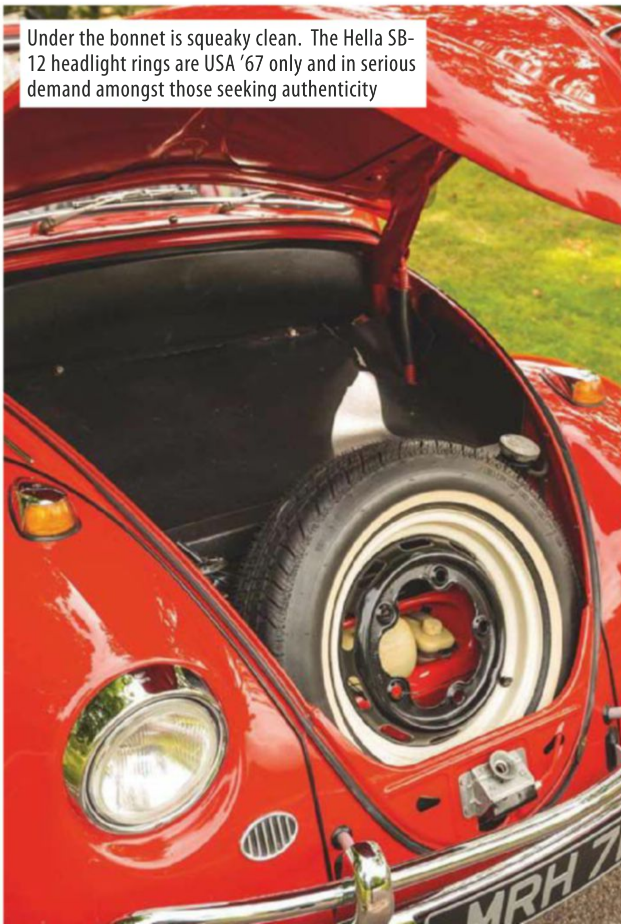


The H-series 1493cc engine was the first to have pre-heater pipes on both sides

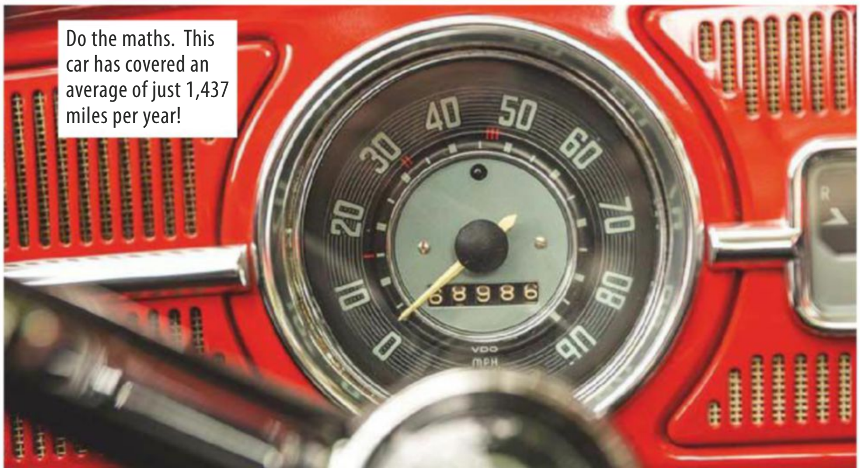
Not something you'll often see, a 12V under-bonnet light



Another unique-to-'67 feature was the curved inner towel rails – essential to clear the squared-off decklid



Under the bonnet is squeaky clean. The Hella SB-12 headlight rings are USA '67 only and in serious demand amongst those seeking authenticity



Do the maths. This car has covered an average of just 1,437 miles per year!

^ Apart from the vinyl on the seats, door panels and the carpets, the interior is as delivered in '67

The original hood, upholstery and carpets were still on the car up until 2010, but all had succumbed to age and, whilst some might have chosen to leave them to retain originality, Nicholas decided to have them replaced with new, top quality materials. The seat covers are the correct basket weave 'reverse roll over' black vinyl and were made to order by West Coast Classic Restoration (www.classicvws.com). The same company also made the German square weave carpets to original factory specs. The hood restoration was handled by Mesa West, who carefully disassembled it, blasted the rusty frame and had it powder coated, before replacing the outer covering with black Sonnenland mohair and re-fitting the original inner headliner.

The back story

When Mark got the car it came with some paperwork and a folder of carefully filed receipts, but only back to 2010. This meant Mark had to do a lot of detective work to find the earlier history, with only two clues to go on. First, there was the owner's handbook, which was stamped by the VW agent who originally sold the car – Gary Vincel Motors Inc. of Clayton, Missouri. Secondly, he knew the car had remained in Missouri right up to 2010, as the car's title (logbook) was in the name of Louanne Mizer, the lady who sold it to the aforementioned Nicholas Cardin in California. We managed to speak to Louanne and found out that she bought the car in 1995, and sold it with 63,000 miles on the clock. The reason she sold it was that it sat in a basement garage at her home in Lebanon, Missouri the majority of the time and, along with her husband, Terry, she decided the car needed restoring. She was quick to admit she's not a VW nut and told us, "There's no place round here that could restore it." She also informed us that, apart from servicing, the only thing they ever had to replace was the fuel tank as the fuel had turned to goo from lack of use when it sat in their garage under the house from 2002 and was only used for town parades and "became kind of a toy." The most important thing was she was able to tell us who she had bought the car from: "Donna and Richard Caffey, friends of ours in town. They drove the car forever."

"I only drove it around town. It was a little hop around car"

Now we had a name, we tracked down the Caffeys and were able to speak to Richard, who was very surprised to hear the car had ended up in England. He was able to confirm the history of the car all the way back to 1982, when he spotted it for sale on a local used car lot for $2,800. Reminiscing, he told us, "It really caught my eye. I thought to myself that really is a cute little car." After buying it, he used it every day for 14 years. "I never did more than 10 or 12 miles max, I only drove it around town. It was a little hop around car." In that time, it was always garaged, and again Rick confirmed that, apart from servicing, he never had to replace anything. The only thing negative to happen during the 14 years Rick owned the car was, as he told us, "Someone hit me in one of the rear fenders [a fender as in a wing, not a guitar], so I had to have it repaired." Rick also told us he sold the car because his son had reached driving age and he wanted him to drive a more modern car. "I didn't think it would be safe," he recalled. He still remembers how sad he was to see it driving away from his house, but said it was, "The only car I ever owned that I got more than I paid for it. I got $4,500."

Although Rick was not able to help fill in the history from 1967 to 1982, he was certain the mileage was genuine when he got the car and that it had done around 60,000 when he sold it. One thing is for sure, you can't beat speaking to previous owners and hearing their fond memories. With Mark Reynolds, a new chapter has now started in this car's story and he certainly appreciates what a belting example he's landed. ■

BEHIND THE WHEEL

I was only interested in buying a Red 1967 1500cc Cabriolet, as that's the year I was born. I wanted a red one because it's my favourite colour for a Beetle Cabriolet. Oh, and it had to be as close to 100% original as possible. Apart from that, I wasn't fussy. When my car arrived in the UK and I saw it 'in the flesh' I was delighted by how original it is, but I was blown away how smoothly it drove. It's a proper time warp car and it drives like it must have done when new in '67. This one's definitely a keeper

> "Great care has been taken not to lose, but enhance its originality"

VOLKSWAGEN
MRH
71E

Vintage Restorations

EVIL BEN'S

www.evilbens.co.uk

Now in Glorious Technicolour

PAINT SHOP NOW OPEN

Introducing our in-house paint shop. Evil Ben's now offer precision modification, full restoration and paint

Call: 07929 726 351

Email: ben@evilbens.co.uk

AIR COOLED
TECHNOLOGY

Volkswagen Classic Parts Shop
Beetle . Karmann Ghia . Split Screen . Bay Window . T25 . Type 3 . Buggy . Trike. Formula Vee

Your one stop shop in Ireland. Over 9000 parts in stock and thousands more available from our suppliers.
We wont be beaten in price, quality or ex-stock delivery. Tax free worldwide exports.

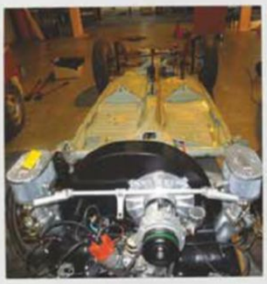
Visit our workshop, VW engineering at its best!

Workshop Services Available!

oval and ghia now ready

gearbox rebuilt and installation

type 3 engine detailing

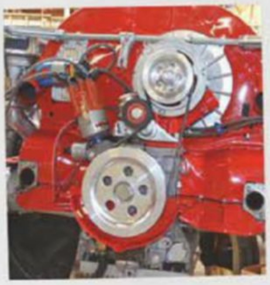


new engine for the new chassis

Hi Lift Rockers Installation

1776 engine on rolling chassis

brand new long block 1776



baja bug engine detailing

www.air-cooled-parts.com

Phone: +353872552578 Contact Us: Air Cooled Technology, Deerpark, Oranmore, Co. Galway, Ireland. Email: aircooledtechnology@gmail.com

ORDER FORM

Complete this coupon and send to:
FREEPOST RTKA-YLJG-HAAK, Time Inc. (UK) Ltd,
Rockwood House, 9-16 Perrymount Road,
HAYWARDS HEATH, RH16 3DH (NO STAMP NEEDED – UK ONLY)

YES! I would like to subscribe to Volksworld

Please tick your preferred payment method

- ☐ **Pay only £17.99 every 6 months by Direct Debit, saving 36% on the full price of £28.30**
- ☐ 1 year Cheque/Credit or Debit Card (13 issues), pay only £39.99, saving 29% (full price £56.60)
- ☐ 2 year Cheque/Cash/Credit or Debit Card (26 issues), pay only £71.99, saving 36% (full price £113.20)

Your details

Mr/Mrs/Ms/Miss: Forename:

Surname:

If you would like to receive emails from Volksworld and Time Inc. (UK) Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via email, please include your email below.

Email:

Address:

Postcode:

Home Tel No: (inc.area code)

If you would you like to receive messages from Volksworld and Time Inc. (UK) Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via your mobile, please include your mobile phone number below.

Mobile No.

Date of Birth: D D M M Y Y Y Y

I would like to send a gift to:

Please also fill out 'Your Details' above. To give more than one subscription, please supply address details on a separate sheet.

Mr/Mrs/Ms/Miss: Forename:

Surname:

Address:

Postcode:

Choose from 3 easy ways to pay:

1. I enclose a cheque/postal order made payable to Time Inc. (UK) Ltd., for £ ____________
2. Please debit £__________ from my: ☐Visa ☐Visa Debit ☐MasterCard ☐Amex ☐Maestro

Card No: ☐☐☐☐ – ☐☐☐☐ – ☐☐☐☐ – ☐☐☐☐

Start Date (Maestro only): M M Y Y

Issue No. (Maestro only): ☐☐☐

Expiry Date: M M Y Y

Signature: Date:

(I am over 18)

3. Pay only £17.99 every 6 months by Direct Debit (UK only)

Instruction to your Bank or Building Society to pay by Direct Debit
For office use only. Originator's reference - 764 221

DIRECT Debit

Name of Bank:

Address:

Postcode:

Account Name:

Sort Code: ☐☐☐☐☐☐

Account No: ☐☐☐☐☐☐☐☐

Please pay Time Inc. (UK) Ltd. Direct Debits from the account detailed on this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Time Inc. (UK) Ltd. and if so, details will be passed electronically to my Bank or Building Society.

Signature:

(I am over 18)

Date:

Offer open to new subscribers only. Final closing date for all orders is **2nd February 2016.** Orders purchased as a gift before the 11th December 2015 will start with the February 2016 issue published in January. All gift orders purchased after this date will begin with the first available issue. If you would like your gift subscription to start with an earlier issue please contact customer services on 0330 333 0233. Orders purchased for yourself will start with the next available issue – please allow up to 6 weeks for delivery. The full subscription rate is for 1 year (13 issues) and includes postage and packaging. If the magazine ordered changes frequency per annum, we will honour the number of issues paid for, not the term of the subscription. Direct Debit offer is available to UK subscribers only. For enquiries and overseas rates contact magazinesdirect@quadrantsubs.com or call +44 (0) 330 333 0233. *The digital version comes free with the print edition of your subscription and is available strictly on a trial basis. Time Inc. (UK) Ltd reserves the right to withdraw free access to the digital version at any time. The *Rewards* scheme is available for all active print subscribers of magazines published by Time Inc. UK, free of charge. Digital subscribers also get access as long as the subscription has been purchased directly through the publishers at magazinesdirect.com. Full terms and conditions are available at mymagazinerewards.co.uk. For enquiries contact rewards@quadrantsubs.com or call 0330 333 0233 between 08.30am to 17.30pm (GMT) Monday to Friday. Time Inc. (UK) Ltd who publish Volksworld, will collect your personal information to process your order. Time Inc. (UK) Ltd would like to contact you by post or telephone to promote and ask your opinion on our magazines and services. Please tick here if you prefer not to hear from Time Inc. (UK) Ltd ☐. Time Inc. (UK) Ltd may occasionally pass your details to carefully selected organisations so that they can contact you by telephone or post with regards to promoting and researching their products and services. Please tick here if you prefer not to be contacted ☐. Time Inc. (UK) Ltd would like to send messages to your mobile with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive messages please tick here ☐. Time Inc. (UK) Ltd would like to email you with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive these messages please tick here ☐.

a gift for you

****A Christmas card will be sent to all gift orders received by 11th December 2015 (either by email or post) so that you can send it on to the recipient before Christmas.**
If you supply an email address your order will be acknowledged by email and you will be given the option to download a Christmas card or request one by post. If you do not supply an email address you will automatically be sent a postal Christmas card.

CODE: BUA5

The perfect Christmas gift from £17.99

Woman's Weekly
Ideal Home
GOLF MONTHLY
Essentials
marie claire
THE FIELD
woman&home
Over 50 titles
One for them, one for you
Buy two or more online and get £5 off

0330 333 4555

Quote code: BUA5

7 days a week from 8am to 9pm (UK time)

UK Cal Looker
Old School '61 Beetle
'63 Patina Split
Aged to perfection
VOLKS WORLD
'64 SQUAREBACK
AS GOOD UNDERNEATH AS IT IS ON TOP! ONLY DIFFERENT...
Flying the late model flag
EARLY BEETLES ARE SO LAST YEAR!
THE BEAST OF VIENNA:
The Burning Steamroller!
PLUS
HOW TO
Trace and fix ignition switch faults
VW HISTORY
Legendary illustrator Pascal Meslet
STAFF PROJECTS
Removing the camping interior of a '73 Riviera
SCUMRUN BAJA
Fitting the engine and re-wiring

Save up to 36%

magazines
direct.com/BUA5

Treat yourself or a loved one to a magazine subscription this Christmas

- **Go Digital! Download your magazine right away -** every subscription includes access to the digital version for iPad and iPhone*
- **FREE Christmas Card -** to give to your friend or family member to announce their gift**
- **Exclusive Subscriber Rewards -** every month enjoy new offers, giveaways and prizes at volksworld.com/rewards
- **Convenient home delivery -** on all magazine subscriptions

Hurry! Order your magazine today and get Christmas all wrapped up!

Subscribe online at
magazinesdirect.com/BUA5

Complete the coupon opposite

THE DIRECT DEBIT GUARANTEE: This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits • If there are any changes to the amount, date or frequency of your Direct Debit Time Inc. (UK) Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request Time Inc. (UK) Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request. • If an error is made in the payment of your Direct Debit, by Time Inc. (UK) Ltd or your bank or building society you are entitled to a full and immediate refund of the amount paid from your bank or building society – If you receive a refund you are not entitled to, you must pay it back when Time Inc. (UK) Ltd asks you to • You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

It's not referred to as 'camping at the castle' for nothing, you know

Just one of the many colourful participants in the Soapbox Challenge, where speeds topped 50mph!

The *Camper&Bus* Show

A weekend of camping at the castle, care of our sister magazine. Don't mind if we do

Words James Peene **Photos** Thru-a-lupe photographic

For a good 25 years (well, it will be next year) we, as in *VolksWorld*, have had our own show – you know, the big one at Sandown Park – but it took until last year for our sister magazine, *Camper&Bus*, to launch its own event, which it duly did at Eastnor Castle. It was so good they decided to do it again, only for 2015 the weather played ball and everyone who came along had a fine old time.

If you weren't luckily enough to make this year's shenanigans, what did you miss? Well, quite a bit as it happens. Take a look at the pictures and you'll notice a smörgåsbord of family-friendly entertainment, the vast majority of which was free, once you were inside the show. We're talking archery, go-karts, giant inflatables (slides, It's A Knockout games, giant sumo wrestling, that sort of thing) and a whole lot more besides. Needless to say, the kids loved everything, and their parents enjoyed a few minutes' (at a time) respite.

If you wanted music, you had plenty to choose from too, from top drawer tribute acts paying homage to the likes of Madonna, Michael Jackson and Abba, to original bands such as Carnival Collective and the Funkin' Skunks. And, if you'd left your dancing shoes at home, you could have kicked back in the eating area, or one of the bars to just take it all in.

What else? Oh, how about the dog agility show? It might sound a little corny, but who doesn't like dogs? Especially when they're not doing what their owners want, which seemed to be pretty much all of them! This was a particularly entertaining way to while away your time. Although, that said, our personal favourite attraction (and that of a lot of other show visitors, too) was ubdoubtedly the Soapbox Challenge. The *Camper&Bus* Show is the only VW show on the planet to boast a proper soapbox race and, from the amount of entries we had this year, it's only going to get bigger. For 2015, it had been moved to a steeper / faster hill, which led to a fair number of entrants crashing and / or disintegrating on the way down, which the crowd loved.

The provisional date for next year's show is July 29-31, so pencil that in your diary now and we'll keep you updated. Be there. Oh, and start building your soapbox racer now. ■

SPONSORED BY
CAROLE NASH
The care it deserves

'60's and '70's Bugs living in perfect harmony

Carnival Collective were an absolute blast

Trade area had plenty of cool and useful gear on offer

Turkis delight in the form of a Devon with colour-matched trailer

Split treasure chest looks like it's spent time on a sea bed

Ritchie Bros. Double Cab looked like it had worked hard for a living, and still does

Simply does it. This '66 11-window was a clean ride

Not really sure who's controlling who here

Comic fonts are not always bad, as *The Beano* wiring cover in this Bug shows

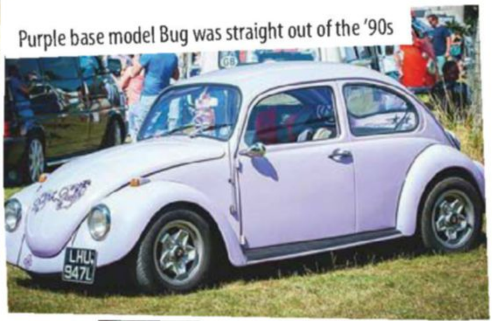
When the floodgates opened on the Friday

Looking as good at the *C&B* show as it did at The *VolksWorld* Show, Jason Cresswell's sano Westy

Just your average Friday night at Eastnor Castle

Check out the roof chop and skylights on this Single Cab

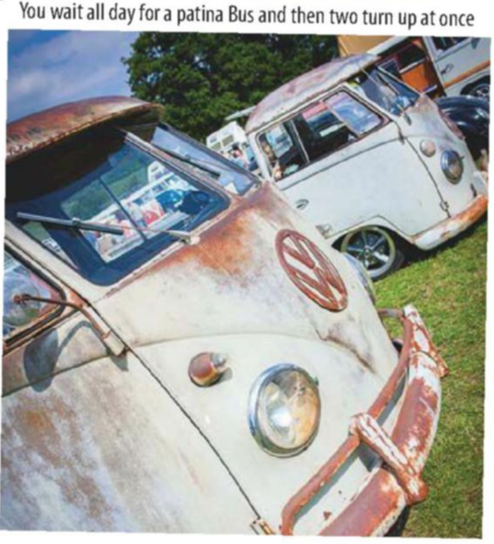
Purple base model Bug was straight out of the '90s

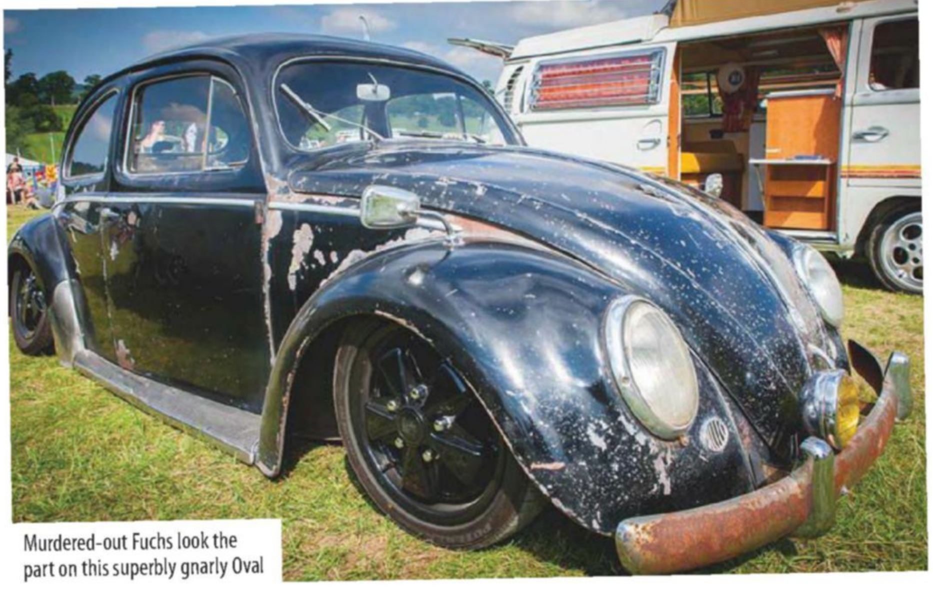


Loving the Gulf-liveried gravity racer, especially as it had a Le Mans race car soundtrack blasting out on descent

Luckily no typos on the The Funkin' Skunks banner. Top name for a great band

You wait all day for a patina Bus and then two turn up at once





Murdered-out Fuchs look the part on this superbly gnarly Oval

Beauty is more than skin deep, as this patina Split proves. Check that chassis

Available for private hire

Meals in wheels never looked so good. Split Screen food trailer was proper tasty

Material girl, Tasha Leaper, aka Madonna

Late model Ghia coupe was in good company

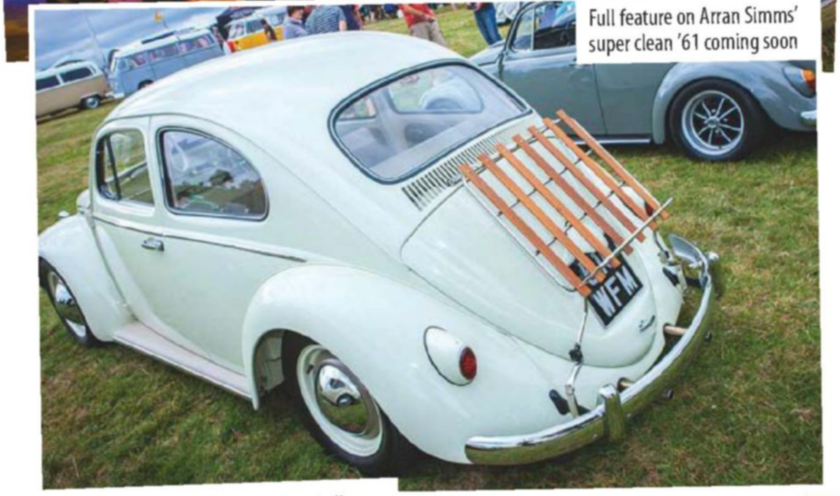
Loaded up and ready for a great weekend with a Bay and an Eriba

Arguably the best Split colour combo ever, PGSG. Love it

That'll be The Birmingham Blues Brothers right there

No need to wait for Mother Nature when you can create your own Pat and Tina, eh?

Full feature on Arran Simms' super clean '61 coming soon



Take that (Best Split trophy) Reuben Smith

TV's Fuzz Townsend doing his spark plug challenge

Classic Friendly

Sit like a queen. Why sit on the grass when you can bring your own blow-up sofa? Smart cookie

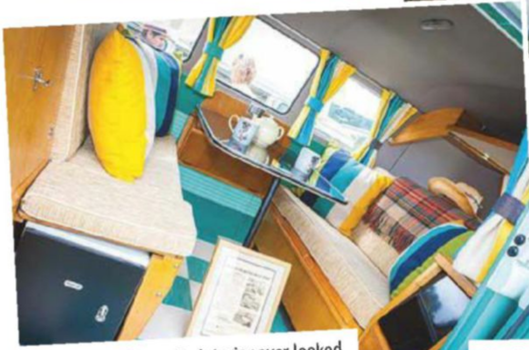
Late Dormobile was a great base to sit and soak up the sun in Saturday's show 'n' shine

8995
UJY 22L

This Velvet Green Turret Top Westy gets two thumbs up from us. Love it

It might not have finished the race, but Lucky 13 was a super cool soapbox racer

A thankless task, cleaning whitewalls



Has a Devon Caravette interior ever looked this good? You've gotta love a bit of Turkis

Smokey Bear Split is a crackin' Bus with a cool history, so it goes without saying we've got a feature in the bag for *C&B* magazine

Early Bays on parade. At ease boys (and girls)

SEE OUR NEW PROMOTIONAL VIDEO ON THE WEBSITE ABOUT US PAGE.

NoiseKiller

PROFESSIONAL NOISE REDUCTION TECHNOLOGY

Noisekiller Barrier mat used on wheelarch

Noisekiller sound barrier used on rear bulkhead under rear seat

Noisekiller on Rear Load Space

Noisekiller Egg Box on Roof

Noisekiller sound Barrier on floors

Noisekiller Barrier mat on front and rear wheel arches, transmission tunnel, & doors

Noisekiller on Middle Floor

Noisekiller on Front Floor

Roof kits £150

Front and Rear Kits £185

Full Kits £300

BEETLE KIT CONSISTS OF

• Front wheel Arch • Front and Rear Floors
• Transmission Tunnel • Doors • Rear Sides
• Rear Wheel Arch • Under Rear Seat
• Rear Bulkhead • Parcel Shelf
All for £199 ! plus shipping

0161 652 7080

www.noisekiller.co.uk

MEGABUG

NEW & SECOND HAND VOLKSWAGEN PARTS

SAVE MONEY

WITH A MEGABUG PACKAGE DEAL

BRAKES • ENGINE PARTS • PEDALS & LINKAGE • RUBBERS & SEALS • SERVICE PARTS

There are great savings to be made on many of our 1,000s of new and second hand VW parts, so now's the time to check out our website for the latest deals. And if you can't see a package that suits you, simply drop us an email at **info@megabug.co.uk** with your requirements and we'll personally tailor a great deal, just for you.

0208 317 7333 • megabug.co.uk

Unit 3 • Whitehart Road • London • SE18 1DG

twitter.com/Megabug_vw **facebook.com/megabug** **0208 317 7333**

Camberg or bust

The offer for *VolksWorld* to participate in a classic VW and Porsche road race through Germany was one only a fool would turn down

Words and photos Ivan McCutcheon

When Christian Grundmann called me and said, "My father would like you to be his navigator in the Petermax Müller Gedächtnis Rennen (PMGR), would you like to do this?" Before I could answer, he went on to say, "You would be driving in the 1951 Mille Miglia car." I replied, "I'd be honored. 100% definitely, YES!" "Okay, cool, that is great news my friend. Goodbye." I said the same and that was that. Well, except for the fact I went from thinking what a result, to thinking what the hell have I let myself in for? I'd just agreed to take part in a road race in a car over 60 years old, but I'd said yes, there was no going back.

Erik and Jannie Ouwersloot from The Netherlands entered their 1957 Enzmann 506. These Beetle-based, glass fibre sports cars were made in Switzerland

A bit of a laugh

To give you a bit of background, the PMGR originally came about as a bit of laugh between some vintage VW guys who travelled from Norway to the big vintage VW meets in Germany, Bad Camberg and Hessisch Oldendorf. As their cars were all sporting period performance parts, they came up with a way to make their trips more exciting by racing the last 100-200 miles. They selected a suitable VW-related meeting point for racers to converge the evening prior, then set off the following morning.

Very original Bordeaux Red Split had a rare bumper-mounted luggage rack

The first race was to Bad Camberg from the BBT Open House Party near Antwerp, Belgium, and drew in drivers and navigators from all over Europe, and even the USA. The 2013 race was from the Prototyp Museum in Hamburg to Hessisch Oldendorf, and this year's race was from the Grundmann museum in Hessisch Oldendorf to Bad Camberg. If you followed the most direct route using the Autobahns, the journey was 250 miles long, and should take around five hours…

> "You're not here for sightseeing, you are here to race"

I flew to Hanover early in the morning of the day prior to the race. The other competitors arrived in time for the pre-race party at the museum, which went on late into the night, with the race starting from the town square at 7.30am sharp the following morning. I was told to be there at 7am, and wasn't impressed to wake to find it pouring with rain, especially as the Grundmann's Split Beetle runs on skinny 16-inch crossply tyres!

The 15 vehicles competing met in the town square of Hessisch Oldendorf, where the mayor, Harald Krüger, started the race after a briefing by chief organiser, Oystein Asphjell.

Traugott Grundmann and I were first to leave, and about 300 yards later I started panicking. We got seriously out of shape at the first roundabout and the car was snaking all over the road. Every time Traugott accelerated, the back end went out, even on straight roads. Traugott turned to me, laughed, and said, "You're not here for sightseeing, you are here to race!" Yeah, thanks, that made me feel a lot better. Not.

The first check point was at an amazing automotive museum in a town called Einbeck (see www.ps-speicher.de). As Traugott and I had not worked together as a team previously, the last thing I wanted to do was let the side down, but it was the first thing I

Pete Englezos of The Cog Box drove his '52 Barndoor Panel with hi-po 30 horse all the way from the UK

Traugott Grundmann talking to Vegard Foseid from Åros, Norway about his killer Old Speed Split

Chief organiser, Oystein Asphjell's, split screen 356, with extremely rare, Italian-made, Italmeccanica 'Turbocompressore' supercharger

Michael Gross' original Okrasa Beetle (left) on Sprint Stars

Rune Lutsi from Sandnes, Norway slept on the roof of his Split in a 1950's roof tent

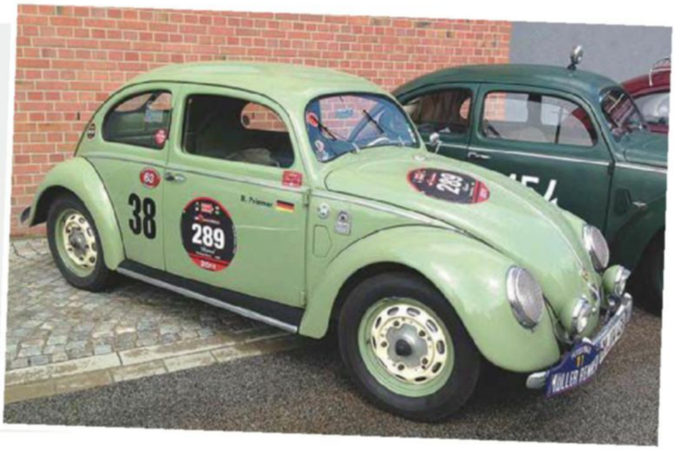
The Grundmann / *VolksWorld* car with Traugott behind the wheel. The race is on!

did. He told me I didn't need to read the map as he knew the way, but when he asked me where we were as we headed up into some mountains, I had no idea. I'd been sightseeing… Christian then called to ask where we were, as everyone else was at the museum and he was concerned. We arrived last, by a long way, but thankfully not too late to take part in the VIP tour of the museum.

THE GRUNDMANN SPLIT

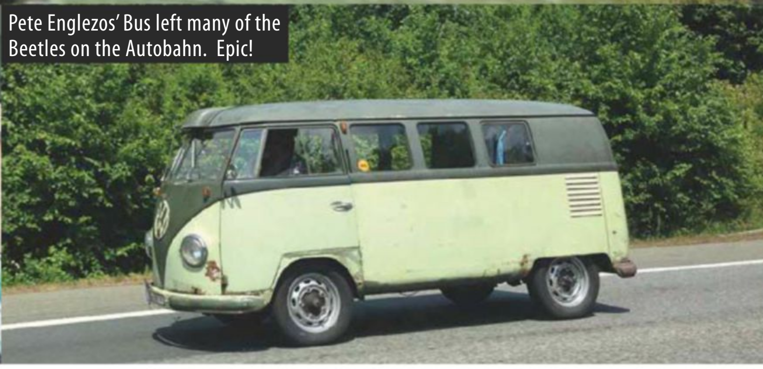
The car we were competing in is a 1951 Split Window Beetle, which was entered in the Mille Miglia historic road race in Italy in 2011. It was built by the Grundmanns and entered by Volkswagen Classic itself. The car features period tuning components such as Porsche 356 16-inch steel wheels bolted to early 356 radial finned aluminium drum brakes. The engine was built by Marcel Tode of Getriebeservice Junker in Hessisch Oldendorf, and is a highly modified VW 25bhp unit with Porsche 356 barrels and pistons, which push the capacity up from 1131cc to 1488cc. Fitted with modified cylinder heads, dual Solex carbs, again from a porsche 356, and a Bosch centrifugal advance distributor, it produces a very healthy 60bhp. Inside, the car is completely stripped of trim and features two aluminium racing seats, a Petri Banjo steering wheel and a period rev counter.

The car is now very well known in Germany, with VW having die cast models made of it, and another company making scale model slot cars based on it.



Vegard Foseid's Split with super-cool air scoops and decklid

Top Gun Renn-Pilot, Vollgas Grundmann



Pete Englezos' Bus left many of the Beetles on the Autobahn. Epic!

Next, we headed to VW parts specialist, Werk 34, located 134 miles away in Staufenberg. The rain had stopped so we enjoyed a scenic back road drive, followed by a long, flat-out Autobahn blast. This confirmed what an amazing engine Marcel Tode of Getriebeservice Junker had built for the car. It makes twice the power of the Split's original engine, enabling us to leave the pack behind as we rattled along at over 80mph. At one point, we actually hit 90mph!

Gerald Heussner and his team at Werk 34 put on a great lunch. The break gave competitors the chance to chat with a journalist from a local newspaper, and I thought it'd be a good chance to do my bit, so walked to a supermarket, bought a bottle of window cleaner and cleaned everyone's filthy windows.

Serious stuff

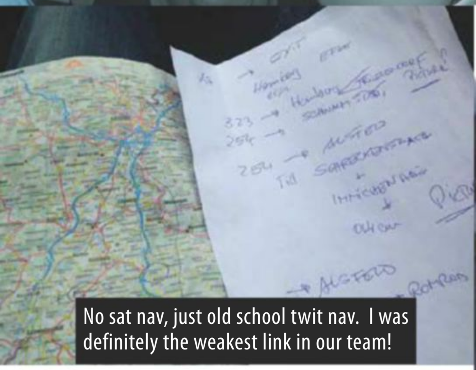
If you are thinking this doesn't sound much like a race, stay tuned, as this is where things started to get serious. As a navigational rally, each team raced against the clock, rather than each other. Depending on engine size, teams had to drive to up to four villages as checkpoints. To prove you had been there, you had to take a photograph of the village sign with your car in the shot. Traugott and I discussed the fact it wouldn't look good for us to take first place, and agreed we were not in it to win it. Yeah, right. He howled along country lanes we'd never seen before, entering corners on the wrong side of the road and sliding around close to the edge on the other side. I was gripping the sides of the seat and almost permanently pressing an

“As a navigational rally, each team raced against the clock”

After the rain, everyone's windows were filthy so I cleaned them all

Racing was a lot closer than anyone expected. This was serious business

The last stop was at Sascha Haun's workshop. Many local VW fans were there to greet us


No sat nav, just old school twit nav. I was definitely the weakest link in our team!

Selfie time: happy to have made it to Bad Camberg. Alive

imaginary brake pedal, hard!

The checkpoints at Frielendorf and Ottrau out of the way, we were heading to the third at Romrod when the engine faltered. Traugott wasn't impressed. It was losing power, coughing and spluttering. I was floored but, trying to help, asked, "Are you sure we're not out of fuel?" We had done close to 200 miles at this point and the long Autobahn run must have rinsed the fuel. Thankfully, I was right. More thankfully, we had a can of fuel with us. We lost some time, but at least we were back in the game.

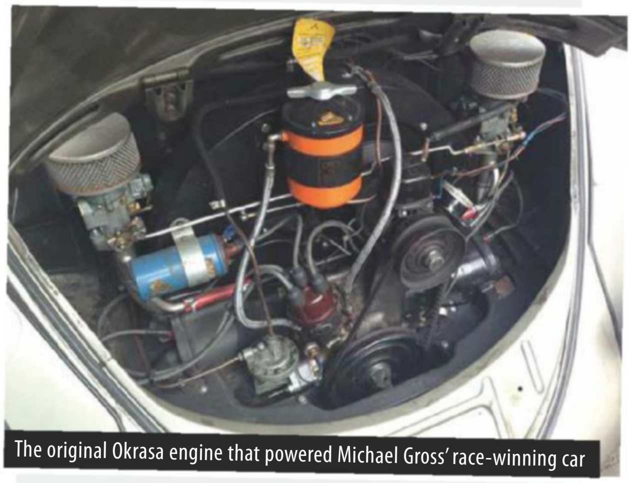
Trouble ahead

However, there was more trouble ahead. The road we'd planned to take to Romrod was closed, which meant a major detour and more lost time. After clicking off a photo at the final checkpoint in Schotten, we headed to the next meeting point at Sascha Haun's workshop. On arrival we, well, I was supposed to get straight out of the car and have our time card signed off. Only I didn't know this, so started chatting with people and looking at cars, which lost us another five minutes or so. Still, it wasn't all bad, Sascha laid on some amazing cake!

The final leg to Camberg was stress free, and we were able to reflect on the amazing time we'd had on the PMGR. Michael, Biggy and my old friend, Marcus Lottermann, were there to greet us, and had arranged a celebratory meal, with a lot of beers.

In truth, I didn't think we stood a chance of winning, but a few of the other competitors believed we did, and I'll admit I started to get excited when the time came to announce the winner on the Saturday. But when the big moment arrived, Oystein pronounced Michael Gross' Austria-Berlin team and his original Okrasa Beetle the winner. In racing there is only one winner, but when Team Grundmann was announced as runner-up, we were both overjoyed. Having completed the PMGR, I can assure you Michael's team must have put some serious effort in and deserved to win. The race involved some truly harrowing moments, but the camaraderie between everyone was amazing and, given the chance, I would do it again in a heartbeat. I'm just not sure Traugott would risk having an idiot like me as his navigator next time. ■

RULES OF THE RACE


The original Okrasa engine that powered Michael Gross' race-winning car

The regulations for the Petermax Müller Gedächtnis Rennen are based on FIA Appendix K, which covers historic circuit and rally cars. You can take part in a Split or Oval Beetle, a pre-'55 Type 2, a Porsche 356 built up to 1959 or any special-bodied, VW-powered coachbuilt, such as a Karmann, Hebmüller, Denzel or Enzmann. Vehicles have to be period correct and only use tuning parts available up to '59 (though modern dropped spindles are permitted). Cars must have a minimum of 100mm ground clearance and narrowed beams are not allowed. You can bin the bumpers and the rear seat, but have to have two front seats, even if you don't have a navigator. Concessions to safety include the option of a rollcage, 12-volt electrical systems and a driver / co-driver intercom system. The car must be fully road legal in the country of registration.

Two styles of crankcase can be used, either VW 25 and 30bhp, or Porsche 356 three-piece units. Any cylinder heads and manifolds you can fit are allowed. The same applies to the camshaft and valvetrain. As far as the oil system is concerned, full flow or bypass oil filtration is fine. The exhaust and distributor can be any model or style available in period.

Fuel injection is not permitted, but any period single or dual carburettor kits, and aftermarket superchargers such as Judson, MAG, Shorrock and Pepco are allowed. The fuel can be delivered via a mechanical or electric pump, but must be regular pump fuel.

Oystein Asphjell's wheels were made by an aircraft manufacturer

The gearbox has to be a pre-1960 split-case or Porsche 356A or Pre-A unit. Limited slip or torque-biasing differentials and different gear ratios can be used.

Standard VW drum brakes or early Porsche drum brakes are accepted, but disc brakes are not. The choice of wheels is limited to period correct rims, but all tyre types and compounds are allowed.

As some vehicles carry original race numbers or stickers from previous events, they are allowed as they form part of the vehicle's history.

The last, and most important, rule is no satellite navigation or GPS. The rules are very strict on this. You are allowed to make 'pace notes' using good old pencil and paper, but have to use an old school road map, and this is where I was soon to find out my shortcomings as a navigator... ■

Retrodubs

Retro and vintage accessories

Mechanical parts both standard and performance

Shop online at
www.retrodubs.co.uk
or phone us on 01872 561194
For FREE DELIVERY
on orders over £50

or come and visit us at our
shop in Cornwall

Camping and camper van accessories

TMI Interiors
Interior products

Body panels

Try before you buy !!

Visit us at Unit 4, Killiwherries Industrial Estate, Chacewater, Truro, Cornwall TR4 8QF
Shop open on Mondays to Fridays 9.00am - 5.00pm and Saturdays 10.00 am - 1.00 pm
Tel: 01872 561194 www.retrodubs.co.uk

BROMSGROVE AUTO TRIMMERS

Welcome to Bromsgrove Auto Trimmers, specialist in Volkswagen interior trimming. From headlinings, seats, door cards, beds, carpets, we cover it all.

In our fully equipped workshop where all vehicles are fully insured and locked up, you will find a large range of fabrics to choose from, always having work in progress for you to see just what we can do.

Our website has a multitude of pictures of our work and is updated weekly. You can check out our customers rides and our own vehicle projects, so you know that we know what it is to own a VW and restore it. VW's are not only our job, but also our hobby.

We are very proud that many of our customer vehicles have been showcased in VW magazines, and award winners at shows

Trimming with pride since 1981 we are professional, and competent in what we do.

Customer service is top of our list, and we will take time to help you decide on your interior design.

Only 3 miles from junction 5 M5 – 3 miles from junction 1 M42

Tel 01527 576643

Email: info@bromsgroveautotrim.com
www.bromsgroveautotrim.com
Unit 9, Sanders Road Industrial Estate,
Bromsgrove, Worcester B61 7DG

SHOW REPORT
RSVP BBQ

Lakeside drive

With a change of venue forced upon them, the RSVP BBQ was a bit different this year, but every bit as good

Words Steve Parsons **Photos** Bullymeister

Surrounded by countryside and a pretty lake, Top Barn Activity Centre, near Worcester, was chosen as the venue for this annual, laid-back, air-cooled gathering, and proved to be just the perfect setting.

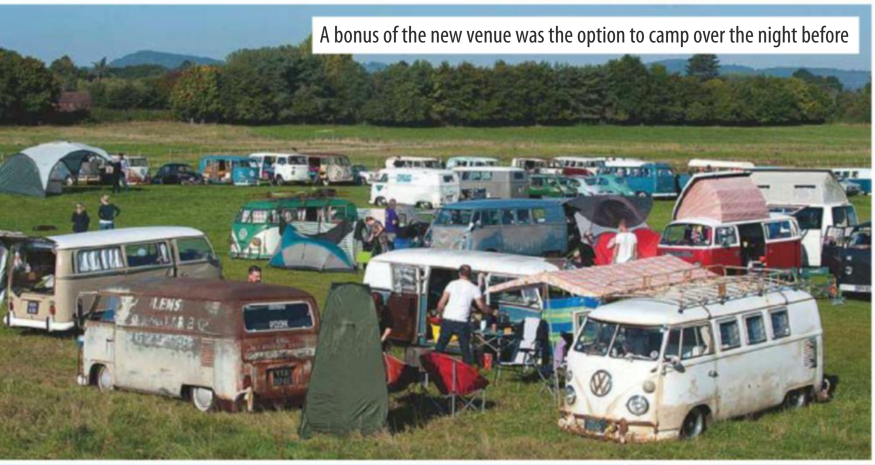
Being blessed once again with glorious sunshine, a steady stream of awesome vehicles turned up, including Phil Jarvis' exceptionally special 1942 Schwimmwagen. Not only did Phil drive it to the event, he then treated us to a once-in-a-lifetime spectacle by plunging it into the lake for a demonstration of the vehicle's capabilities. Amazing!

The trophy winners were Phil's Schwimm for People's Choice, while Raddest Bus went to Phil Sutton's Single Cab and the Raddest Car trophy was given to Mark Sketchley for his patina Oval.

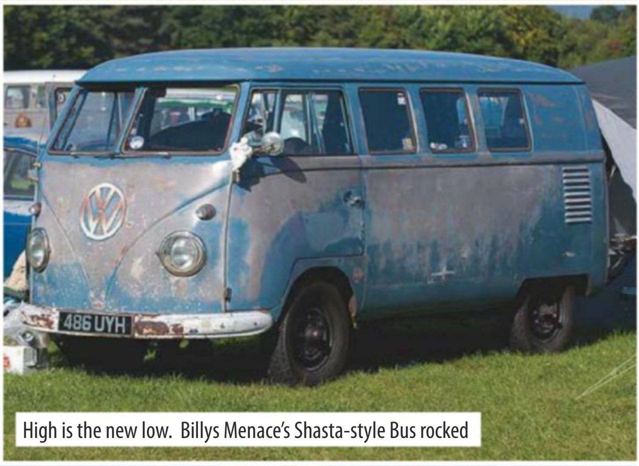
RSVP would like to say a massive thanks to all who came along and supported the event. See you in 2016. ■

CALIFORNIA
TNB264J

Early and late and both were great



A bonus of the new venue was the option to camp over the night before



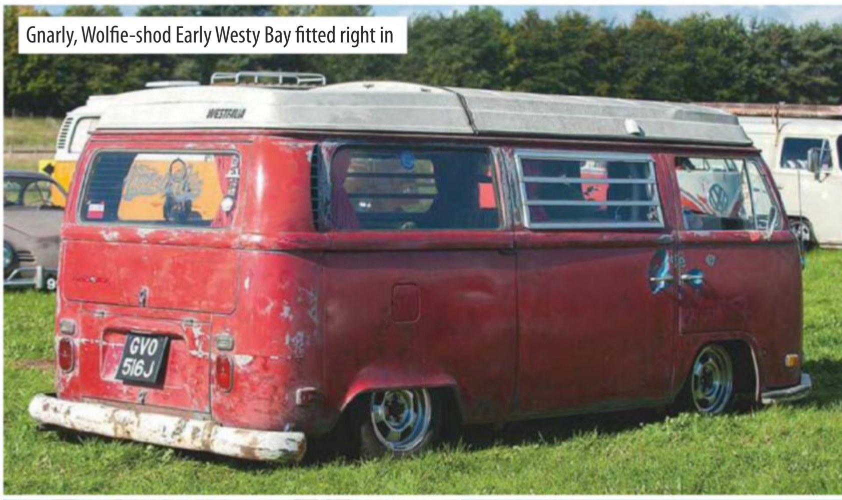
High is the new low. Billys Menace's Shasta-style Bus rocked

With camping on the menu, the Bus crew were well made up

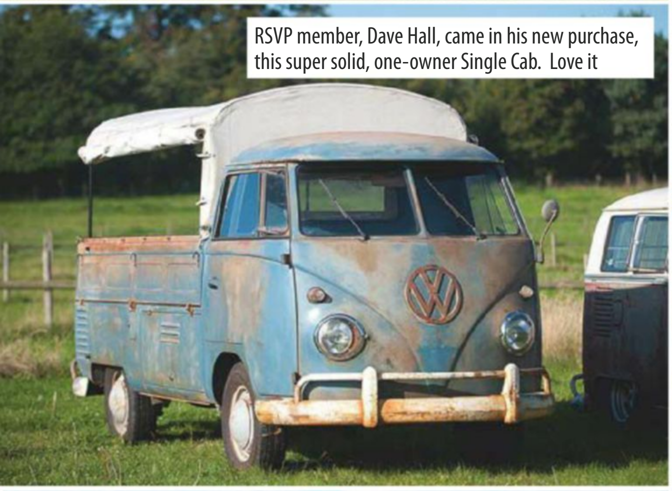
HAYBURNER
U26190

Hayburner's Vic Faux bought her subtly-lowered Oval out for a spin and it drew an admiring crowd all day

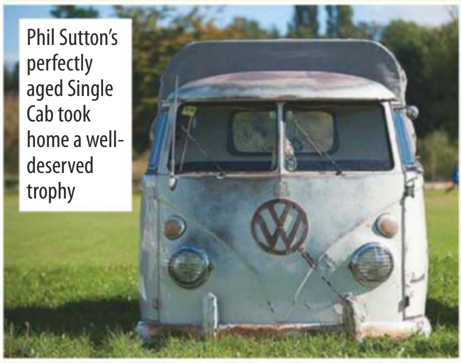
Plenty of Pat 'n' Tina for the crusty crew to drool over



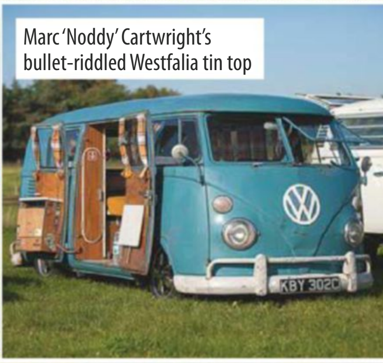
Gnarly, Wolfie-shod Early Westy Bay fitted right in



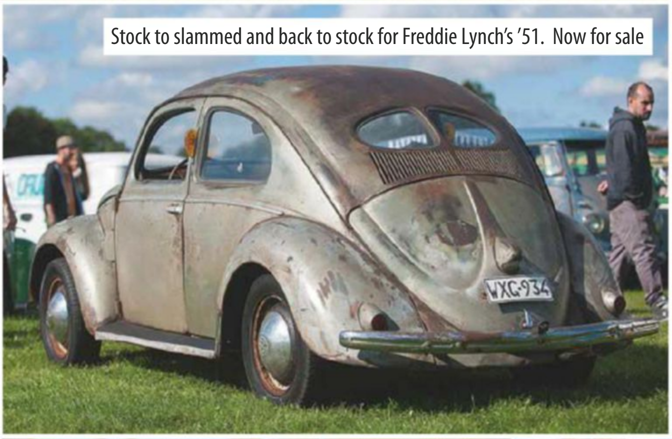
RSVP member, Dave Hall, came in his new purchase, this super solid, one-owner Single Cab. Love it



Phil Sutton's perfectly aged Single Cab took home a well-deserved trophy



Marc 'Noddy' Cartwright's bullet-riddled Westfalia tin top



Stock to slammed and back to stock for Freddie Lynch's '51. Now for sale

Seth Draper's ex-*VolksWorld* featured Bus was in the running for a trophy

New shoes on Rob Robinson's recently acquired psst psst pussy Oval work so well

Mike from the DTA's new patina Single Cab

The engine in Sam McMahon's Mango Bus decided to spontaneously combust on the way home

Crowd pleaser. Phil Jarvis took his Schwimmwagen for a bath and dredged the lake at the same time. Thanks for the ride Phil

MATT GILL
RESTORATION
& REPAIRS

Welding work carried out to high standards.

+447919091057
www. vwbuswelding.co.uk

CCR
Classic Car Revivals

1967 Blue Beetle
featured this month
was built by
Classic Car Revivals

T 01462 659 833
W www.classiccarrevivals.co.uk

Award Winning restoration

Hertfordshire UK

BOOK YOUR PLACE TODAY!

Maintenance training days for owners of air-cooled VWs

The Type 2 Detectives Boot Camp is aimed at VW owners who want to build confidence and knowledge of what's involved in keeping their VW safe and reliable.

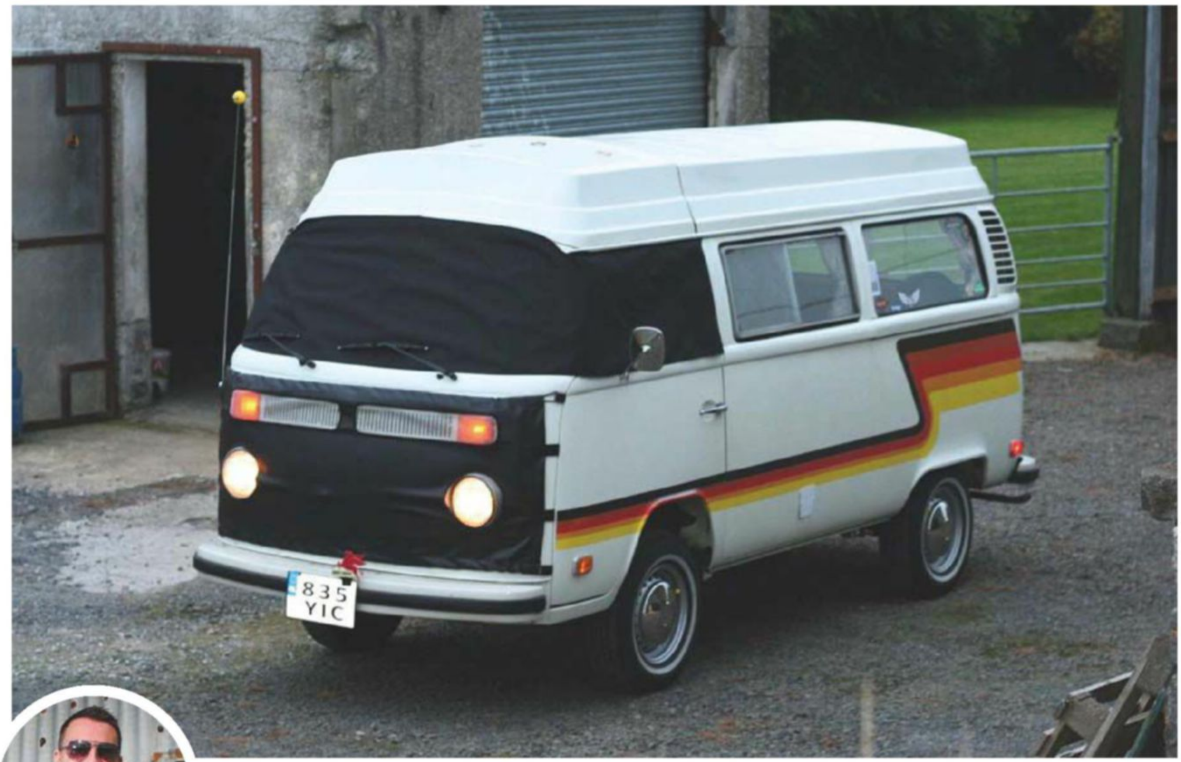
The Boot Camp includes:
- ~ How to service your VW engine
- ~ Oil leaks and how to fix them
- ~ Tracing and repairing basic electrical faults
- ~ The top reasons you may breakdown and how to fix them
- ~ Clutch replacement and adjustment
- ~ The most commonly overlooked mechanical issues

A full days course (including breakfast, lunch, refreshments, cake and fact sheets), is only £190 per person.

To book your place call 01638 743211
or visit type2detectives.com

BOOT CAMP

TYPE 2 Detectives



The Bat Wrap is great if you want a good night's sleep, but I wouldn't advise you drive like this!

Too much too young

One of the joys of having more than one ongoing project is that you can hop from one to the other as parts availability and time permits

OWNER INFO

NAME: Cathal O'Toole

OCCUPATION: Recidivist rusty Beetle purchaser

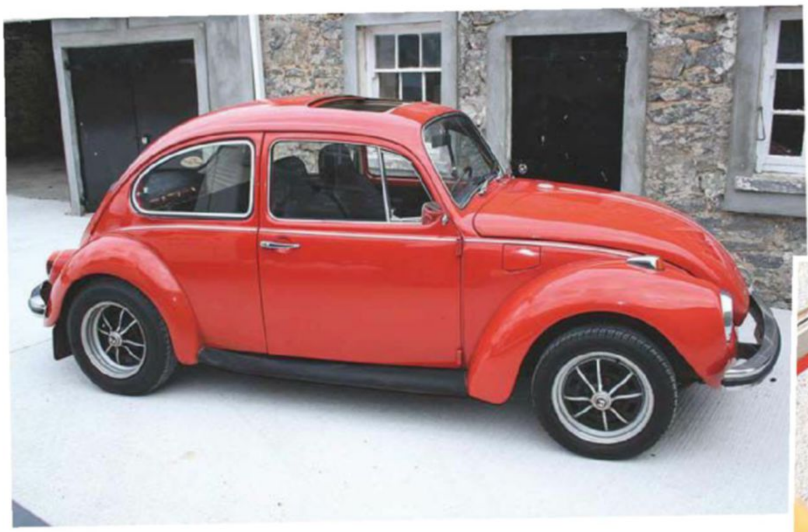
CARS OWNED: GT Beetle, '77 Cal Look Beetle, '73 Riviera Camper

WORK THIS MONTH: Sell one of my fleet, bolt some toot onto one of the others

As it stands, I have my GT Beetle that I use all the time and love, but it needs to come off the road in the next year or so and a restoration has to happen. I also have the Cal Look Beetle that is a current ongoing project and, of course, I have my Bay Window Camper. But, despite all that, I recently spotted an automatic Beetle for sale and thought, as you do, 'I'll have that' without really thinking it through. I planned to use it as a winter runabout while learning about VW's clever semi-auto set up but, instead, it sat in the barn unused for months. Shame really as the 1302 has a chunk of service history, original paint and was a factory special order by an English gent working in Munich in 1971. He ordered it with a sunroof, pop-out windows, mudflaps, radio and a few other little niceties. However, as I write this, the Beetle is sold and waiting to be trailered away next weekend by the new owner.

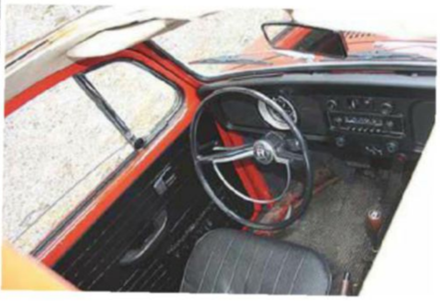
> "The 1302 has service history, original paint and was a factory special order"

I knew it was time to sell when one of my friends was in the barn looking at my fleet recently and, when they saw the Scat T-shifter in my GT, asked "Is this Beetle automatic?" To which another friend, Graham, replied, "No, that orange Beetle is manual, but this orange Beetle is automatic." Which was probably a good indicator that it was time to sell an orange Beetle. So I did.



It was a lovely car, but I only drove it once and then parked it up, so it was the right thing to do to sell it on again

I loved the steel sliding sunroof, factory-fitted pop-outs and mudflaps. Semi-auto, too



White bands on repainted rims, stainless steel 'caps and Mooneyes valve caps smarten things up

You can just make out the new fuse box Graham fitted behind the AAC steering wheel

Walk-thru or storage? If it's the a latter then you need a Bus Box

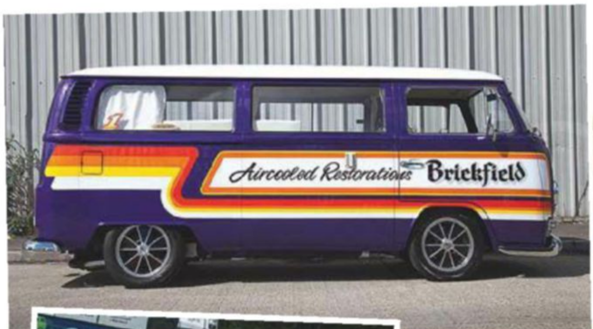
Over at project Bay, I fitted my Bat Wrap that I bought from Bromsgrove Auto Trimmers (www.BatVW.com) and also the Mooneyes valve covers and Limebug aerial topper. The 'naked' Bus Box I bought from Mad Matz (www.madmatz.co.uk) is a perfect addition to the interior – cup holders, you just have to have them! [*No you don't. - JP*]

Inspired by…

Speaking of my Bay, at a recent local car meet I took the Bus to I had someone ask if the stripes on my Bus were paint or vinyl, and where I had looked for my inspiration as they wanted to do something similar. Well, they're vinyl, and, as I told the young chap, the ones that inspired me most were designed and painted on Phil Norman of Brickfield VW's Bus by Prosign. When I saw Phil's Bus roll into The *VolksWorld* Show a few years ago I told him his Bus was the best I had seen in a long time, and I stand by that even today. The Bay's funky vibe was reinforced by Neil Melliard's stripe design, which just oozed '70's cool. The colours and style took me right back to the Matchbox cars I used to play with as a child, so it was no surprise when I was looking for inspiration for my own Bay that I would revert to my absolute favourite stripe layout.

Prior to pulling the trigger, I had been compiling a folder on my laptop with every stripe configuration I could find on a Van and, as you can see from the photos below, I had a clear style in mind. The difficult bit (to my mind anyway), which Brian (CM Signs) and I spent ages pondering, was how to make the stripe design I liked work best on a white Bus. It took a few tries but eventually we settled on the colours you see in the opening picture, and I couldn't be happier with them.

It's my interpretation of a fantastic design by Prosign and an appreciative nod of respect to Phil Norman for creating what is for me an inspirational Bus that has stood the test of time. ■



The Brickfield Bay, with striping and lettering by Prosign. The inspiration behind the stripes on my own Bus

Hotel California

A selection from my ideas folder. With my love of all things '70s, maybe I should go the whole hog and fully customise my Bay like the Transit above. Thoughts please

VOLKSWORLD PROJECT CARS

VIAIR
Compressors... blow up

Owner: Jon Robinson-Pratt
Car: '64 Beetle
This month: The joys of air ride… Old compressor went pop, so a nice new, shiny, chrome ViAir one has replaced it. Oh, go on then!

Regulators... blow up

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia, '69 Bay Window
This month: After a three-month hiatus, the longest I've not worked on the ragtop in five years, I'm back on it and back banging my head against a brick wall. I'm still being plagued by charging issues and have now lost count of the number of regulators I've fried!

Tyres... blow up

Owner: Mark Walker
Car: '68 Beetle
This month: This month I had to buy some new rear tyres, as driving the car with this much camber wore out the inner edges. Luckily, I saw it before one blew

Gearbox... blown up

Owner: Ivan McCutcheon
Cars: '67 Beetle
This month: The gearbox from my '67 has been rebuilt by Peter Englezos at Cog Box with a new Super Diff. The 'box is now back with Peter Roberts at Funkenblitz for fitting

Piston.. blown up

Owner: Gordie Woollacott
Car: '78 Westy
This month: On the ride home from Bus fest, my Bus used all the oil I had on board. A strip down at home revealed a chewed no.4 piston and a bust oil ring. Good news? It's fixed already!

Flipped out

Owner: Steve Parsons
Car: '61 Split Bus
This month: I've been accumulating parts to slam a Bus that I'm unsure whether to slam or not. The decision is hurting my head and my wallet

vwheritage
PROUD TO BE MAIN SPONSOR AGAIN!

JOIN US AGAIN FOR 2016...

Last year we brought you three exclusive Karmann Ghia prototypes, never before seen in the UK. We are pleased to be sponsoring the Volksworld show again in 2016, so watch this space…

Follow our progress and show us yours: **#vowoprep**

VOLKS WORLD SHOW 2016
2nd-3rd April 2016
Sandown Park, Esher, Surrey

vwheritage
Run by enthusiasts for enthusiasts.

ORIGINAL VW CLASSIC PARTS

Malpassi

GLENCOE

U.K. Concessionaires

FILTER KING

Used professionally in:
- **Off Roading Sports**
- **Historic Racing**
- **Historic Rallying**

BENEFITS

- **Fuel Filtering**
- **Fuel Pressure Control**
- **High Flow (optional)**
- **Cleanable Chamber**
- **Clear or Metal Bowl**
- **Robust Design**
- **Proven High Quality**

FULL RANGE OF MODELS

ALWAYS BUY ORIGINAL EQUIPMENT

Malpassi Historically original equipment with

ALFA ROMEO • BENTLEY • BRITISH LEYLAND • LOTUS

RETAIL & TRADE ENQUIRIES WELCOME

TEL: 01784 493 555

Email: sales@glencoeltd.co.uk

www.glencoeltd.co.uk

Like our Cathal, Paul is a man on a mission to recreate the heady days of the UK new wave VW scene

Back to the future

Dreaming of times past, and re-living them, too

OWNER INFO

NAME: Paul Cowland

OCCUPATION: TV presenter and marketing man

CARS OWNED: Lots, including a '57 Oval Window

WORK THIS MONTH: Buy car off production company, clean it up and make a plan of attack

Time to meet our latest project car, but this time it's one that's come via a slightly unusual route. Plucked from obscurity and 'restored' for Discovery's *Turbo Pickers* TV show, it has ended up with one half of the show's presenting duo, Paul Cowland. Paul picks up the tale:

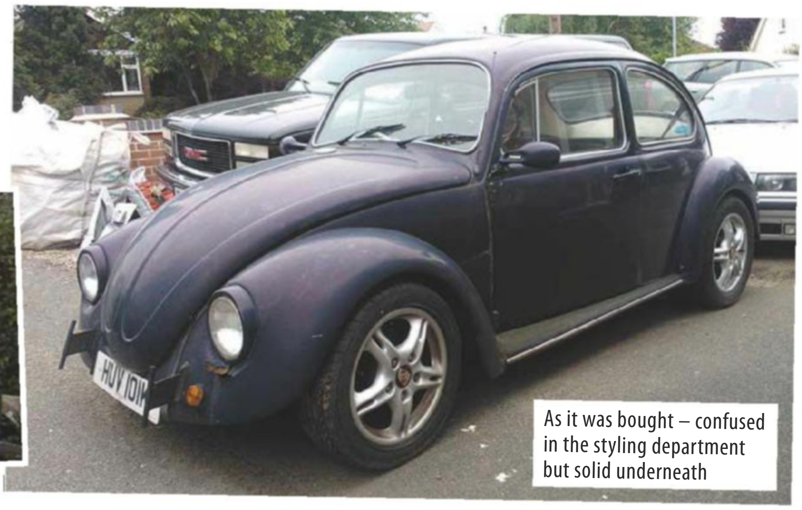
In a motor trade and media career that has now spanned 20-odd years, I have had a few unexpected 'phone calls in my time, but the one that came completely out of the blue from a Discovery TV producer asking whether I would like to be in a new global show about finding, fixing and flipping old cars has to be one of the most random so far. "Absolutely!" I replied. "But only as long as one of the cars on the first series can be a Beetle."

VWs in general – and air-cooled VWs in particular – have been a staple part of my automotive diet since I was a kid. From the first issue of this very mag, and via the pages of *Custom Car* and *Street Machine* long before that, I knew I always had to have one, and since the age of 16, there's always been at least one on the drive. My first Bug was a solid, but tatty '72 1300 which, using *VolksWorld* as my style and tech bible, I slowly modded over a year or so. Well, as much as a cash-strapped 17-year-old student can.

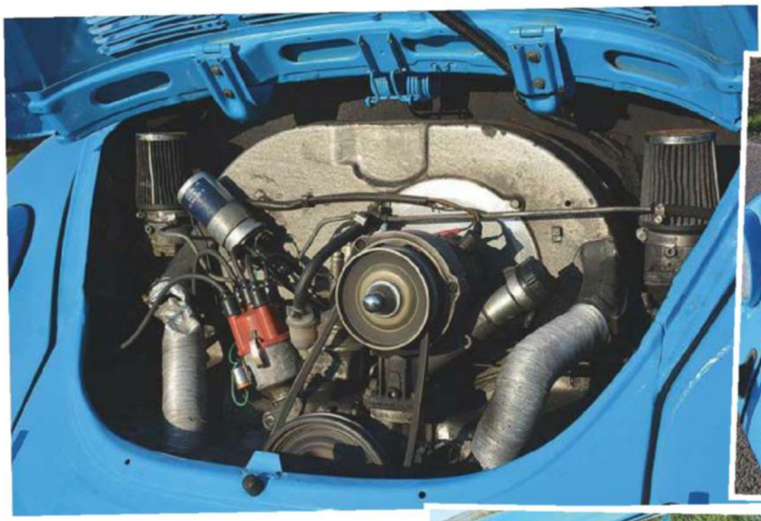
Although my current squeeze is a rather nice '57 – currently away for a lengthy resto – that first Beetle has always given me a soft spot for '70's Bugs. Perhaps understandably, growing up with VWs in the UK in the late '80s has also given me a predilection for a certain era of 'Cal Look', too. Yep, while I love a nicely sorted DKP-style car as much as the next man, a well-executed, pastel-shaded, one-piece windowed, B289 ride can still stop me in my tracks and evoke fond memories of cruising to all those early 'new wave' shows and generally loving the scene and its early progenitors. Still to my mind, Colin Burnham's book, *Air Cooled Volkswagens*, as well as his own Guards Red Looker left an indelible impression on me about how a car should look. If you haven't read this book yet, you really do need to get on eBay and buy a copy. It's an invaluable window on the fashion and design cues of the time.

Fast forward to the present day and, during filming for the TV show, we came across the likeable chap that is Julian Robinson (of Parts Emporium fame). Keen to find something we could add a little value to, Julian directed us to a car he had in stock that had had some work

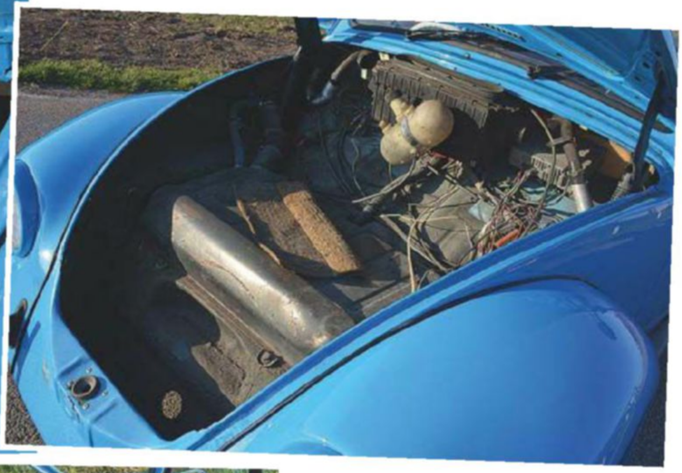
Paul (second left) explains his vision for the car to Hayden Watson and Julian Robinson



As it was bought – confused in the styling department but solid underneath



Paul's got it in his head the twin carb motor needs a dress-up kit. We'll be doing our best to dissuade him!



Clearly, the under-bonnet area wasn't touched during the 'restoration'. Yikes

done to it, but clearly needed quite a lot more. As the covers were taken off, what was revealed was a bizarre mix of styles. The trimless sides and bonnet of a 'Looker, with German Look Boxster wheels and mirrors and a slightly bizarre smoothed dash treatment, but with a stock D-ring wheel and garish blue seat covers! The wings were shot, the paint was toast and there were a few maladies here and there, but it was like a two-year-old car underneath. It already had beam adjusters, front disc brakes and a healthy lack of rust in the usual places. It may have been designed by a styling committee, but it was solid and needed to come home.

Each episode of *Turbo Pickers* would have two cars in it, and for this episode, the Beetle would be the 'b' car, playing supporting cast to a TWR Jaguar XJS. This meant our budget for the car would be scant and, like most TV makeovers, the build would be governed by time and production constraints. Basically, the car's appearance would need to be camera-friendly, but no one would be checking the details too closely. With only a handful of days for the build, we would need to go fast and simple on the mods to keep a lid on costs.

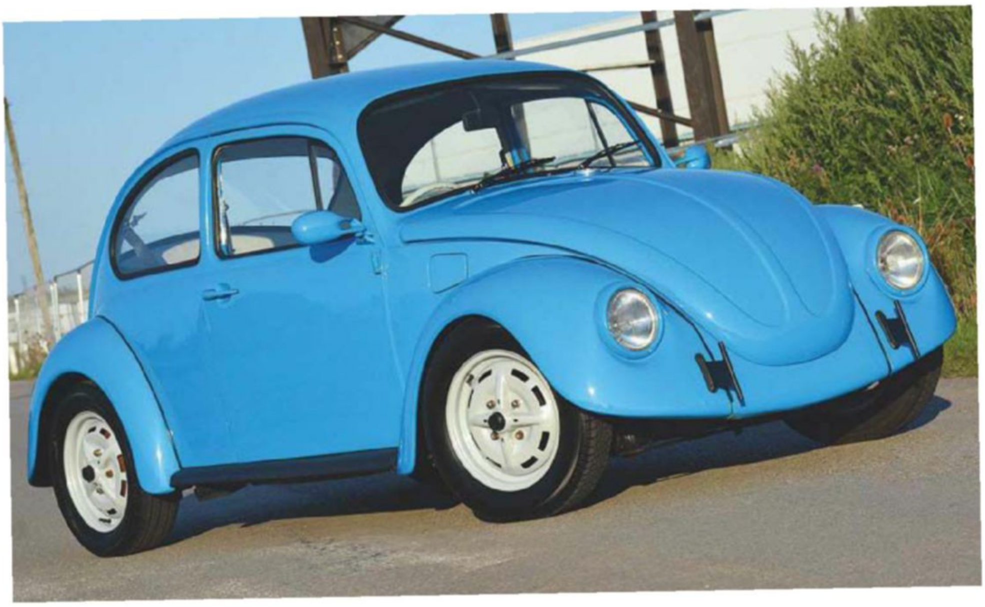
Expect to see a Cobra interior in place of the shonky seat covers

> "The car's appearance would need to be camera-friendly, but no one would be checking the details"

With a lack of trim and bonnet handle, to my mind a 'B289' Looker was the way to go. I sold the Porsche wheels to bring a few quid back in and invested the cash in new window rubbers, a set of door cards, some tombstone lights, an £80 eBay set of freshly powder coated GT rims, some inexpensive Toyo rubber and some new rear drums and shoes to replace the 5 x 130 items that came with the car. Our tame body team did a great job of applying a few coats of Porsche Mexico Blue over a swiftly-prepped body in a very short space of time. With the clock ticking and the director tapping his foot, this was only ever going to be a 'tidy' rather than a resto, and details like door check bars not arresting the doors properly, or the complete lack of engine service would never be seen on camera. Still, fitted up and scrubbed over, the old girl looked good! She ran well enough and, having fulfilled her filming obligations, she was retired to the production company's compound to languish for a month or five. Knowing she was a fine example underneath, I gallantly stepped in and offered to buy her. After all, a car this solid deserves to be finished properly.

Cleaned up for this intro shoot, it's easy to spot where the work needs to be done. The interior needs a re-think. Several paint areas could do with a second go and then there's the engine to dress up, the wheels and rubber rake to improve, the suspension to sort and the B289 details like one-piece windows to think about. I know this style won't appeal to everyone, but with the '57 heading down the more 'tasteful' route, I feel it's safe to have a bit of fun with the '72 and create a car my 17-year-old self would definitely approve of! So, think of this, 'Burnham' style, with a period Cobra interior, some black EMPI 8s and The Prodigy's *Wind It Up* playing full tilt from the hidden CD player in the dash. Yeah, the '80s are returning people, and this is my ticket to get back to the future!

Paint cracks more easily than a poppadum, so needs sorting properly



Repro wings and el cheapo running boards are 'period perfect' for the car Paul plans to build

GO WITH A WINNER!
THESE GUYS AND GAL... DO!
TEAM PIERSIDE PARTS
TOP
FINISHER
PIERSIDE PARTS UNLIMITED
Andrew Cardenas
LBR Racing
T3 Class First Runner Up
Roxanne Bounds
Rocket Racing
Steve Atkinson
Pro Eliminator Champ
Andrew Cardenas
LBR Racing
Karl Koppenhaver
1st Place Out Law Turbo Class
John Lee
9th Island Volks

17031 Newland St. • Huntington Beach, CA 92647 • 714.848.8868 • www.piersideparts.net

WHO SAYS YOU CAN'T
SLAM YOUR GHIA AND FIT A SPORT EXHAUST
WITH HEATER BOXES?
CSP
PRODUCTS
AR-59-22
YOU CAN!
WITH A CSP PRODUCTS SUPER COMPETITION EXHAUST
AND HIGH PERFORMANCE HEAT EXCHANGERS!

GERMAN PARTS FOR GERMAN CARS

www.csp-shop.de | www.facebook.com/customspeedparts GO TO PRODUCTS:

"WHERE NEXT?"

Lancaster will insure your Campervan, where you take it is up to you...

Call our dedicated team for a great insurance deal on **01480 400 945**.

LIS.T.VW.HP.2015

BENEFITS

Agreed valuation • Up to 25% discount for car club members • Limited mileage discount • Extended European Travel Cover • Use of your no claims discount • UK and European breakdown cover • Up to £100k legal expenses • Gas Bottle and Awnings Cover • Increased Personal Effects Cover • Salvage Retention

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.
Lancaster Insurance Services Ltd are authorised and regulated by the Financial Conduct Authority (No. 306514). For mutual security, calls are recorded and may be monitored for training purposes.

Proud sponsors of

Call us today:

01480 400 945

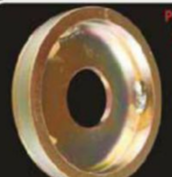
www.lancasterinsurance.co.uk

LANCASTER
INSURANCE

---

buy online: **www.autocrafteng.co.uk**
email: **sales@autocrafteng.co.uk**
Tel: **+44 (0) 24 7639 8217**

Auto Craft Engineering



Press in tool, flywheel oil seal - all aircooled engines
111-012-107
£20

Breathable cover - Typ 2, 50>79
211-871-071
£85

Doghouse fanshroud, without air outlets - Twin port
113-119-025/C
£74

Front wheel arch, left - Typ 2, 72>79
211-809-501/D
£225
each

Cylinder head, twin port, complete - 1600cc
043-101-355/CK
£175
each

Rear light lens, clear - Typ 2, 61>71
211-945-241/CLR
£20
each

Headlamp bowl - Typ 2, >63
211-805-265/B
£40

Scan Here to get our up to date price list

Price List

AHSchofield

Special manufacturer's of quality handmade repair panels and parts no longer produced for the splitscreen, baywindow and T25 vans

23 YEARS experience

FREE DELIVERY over £60 on web orders

WorldPay PayPal

Unit 14, Dinting Lane Industrial Estate, Glossop, Derbyshire, SK13 7NU

E. sales@alanhschofield.com NEW WEBSITE www.alanhschofield.com T. 01457 854267

Opening Hours: Monday to Friday 8am-5.30pm & Saturday 8am-1pm

LANCASTER INSURANCE
CLASSIC MOTOR SHOW
THE NEC BIRMINGHAM
2015

BOOK IN ADVANCE & SAVE £££'S*

The UK'S BIGGEST & BEST • CLASSIC MOTOR SHOW •

BIRMINGHAM, NEC, 13-15 NOVEMBER 2015

SHARE YOUR PASSION FOR CARS

OVER 1,800 STUNNING CLASSIC CARS

★ 250 CAR CLUBS ★ CELEBRITY GUESTS

THE UK'S BIGGEST INDOOR AUTOJUMBLE AND TRADER VILLAGE

★ WHEELER DEALERS LIVE STAGE ★ SUPER CARS

BOOK IN ADVANCE AND SAVE £££'S

QUOTE: CMS15VVW CALL 0871 230 1088*

VISIT WWW.NECCLASSICMOTORSHOW.COM

CLASSIC MOTORBIKE SHOW THE NEC BIRMINGHAM 2015

INCLUDES FREE ENTRY INTO THE CLASSIC MOTORBIKE SHOW

Headline Sponsor LANCASTER INSURANCE

Official Show Partners Meguiar's SILVERSTONE AUCTIONS Discovery CHANNEL Smooth Radio 97-108 Organised by CLARION EVENTS

*Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

Facet UK

www.glencoeltd.co.uk

Facet - For the professionals

Made in the USA

BUY GENUINE PRODUCT
Quality ~ Reliablity

CUBE PUMP RANGE

Part No.	Pump No.	Price
SS500	40104	£34.81
SS501	40105	£33.15
SS502	40106	£33.68
SS503	40107	£38.05

from **£33.15**

from **£28.48**

POSI - FLOW PUMPS ONLY

Part No.	Pump No.	Price
60104	60104	£29.02
60106	60106	£28.48
60107	60107	£31.46

CLAM PACKS

Clam Shell Kit	Price
FEP04SV	£33.40
FEP06SV	£32.14

Clam includes: Pump, fuel unions

from **£66.53**

CYLINDRICAL PUMPS

Part No.	Pump No.	Description	Price
STS504	476087	Silver top	£64.98
STC505	476530	Competition silver	£67.85
RTW506	480532	Red top	£71.30
BTP001	480534	Blue top	£79.50

from **£44.95**

CUBE PUMP KITS

Pump Kit No.	Pump No.	Price
40105 - K	40105	£44.95
40106 - K	40106	£45.54
40107 - K	40107	£50.49

Kits include: Pump, fuel union, filter union & rubber mounting kit

CYLINDRICAL PUMP KITS

Pump Kit No.	Description	Price
476087 - K	Silver top	£79.00
480530 - K	Competition silver	£81.20
480532 - K	Red top	£85.00
480534 - K	Blue top	£94.70

Kits include: Pump, fuel unions, rubber mounting kit & spare fuel filter element

from **£79.00**

PRICES EXCLUDE VAT @ 20%

FSE GLENCOE

Tel: +44 (0)1784 493 555 Fax: +44 (0)1784 493 222 Email: sales@glencoeltd.co.uk

Specialist Camper Insurance

Adrian Flux know how much you love your air-cooled Volkswagen, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.

ADRIAN FLUX

40 YEARS OF EXCELLENCE

0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY

Benefits available can include:

- FREE Legal Cover
- Agreed Value
- Breakdown Cover
- Limited Mileage Discounts
- Modifications Cover
- Club Member Discounts

"Sleep like a King"

It's a fairly straightforward job, but bolting a rock 'n' roll bed into your Bus can still be a daunting propsect for a novice. But Rusty Lee's kit aims to quell those fears

Words and photos Jimbo Wallace

Rock 'n' roll beds are a vital piece of equipment for any Camper nowadays, proving the perfect compromise between sociable seating and somewhere comfortable to sleep.

Slotting one into your Split Screen or Bay Window needn't be a chore though, especially if you start out with a product that's as well considered and thought through as the trusty Rusty Lee bed. With versions available for the Split, Bay, Type 25, T4 and T5, there's something for everyone in Rusty's range, which you can buy view at www.vwrustylee.com

Arguably, the most difficult part of the process is actually bolting the bed frame together and aligning the hinges in the correct orientation with the three separate inner structural sections of the seat and bed. If you're really nice to Rusty he might even number / letter the corresponding hinges so you know what bolts to what and which side goes where. The key is to bolt the framework together so each area is able to fold within the next. Bolt them together in the wrong orientation and your bed just won't fold flat at all. Having recently gone through the process ourselves, the most useful piece of advice we can give is don't forget the washers!

Apart from drilling a hole in both the wheelarches of your Bus, you only need basic hand tools, a spirit level, a pair of quick grips and a couple of hours to do the job. As we had to photograph the process at the same time, we decided to visit Nick at Airteriors (www.airteriors.co.uk) for this install guide as he's a bit of a pro when it comes to slotting Rusty's beds into place.

With prices starting from £255 for the ¾-width bed frame (including postage), it also comes with pre-cut 9mm ply boards ready for trimming, which accept up to 4-inch foam.

Getting the bed sitting square and level against the engine cover is vital if you want to sleep like a king, or indeed a queen, so take your time and make sure you have a second pair of hands-on hands ready to help out.

We tackled this job on Nick's ex-Mexican airport 'Smokey Bear' Split, which has been set up for green laning, so the gap between the wheelarches and rear tyres was huge. If you start with a lowered Bus, we'd suggest you remove your rear wheels to avoid any unfortunate mishaps with the drill. ■

JOB INFO

TOOLS NEEDED: 13 & 17mm sockets and spanners, drill, drill bit, spirit level, set square, saw, jigsaw, cone shaped stepped hole cutter, quickgrips, a friend

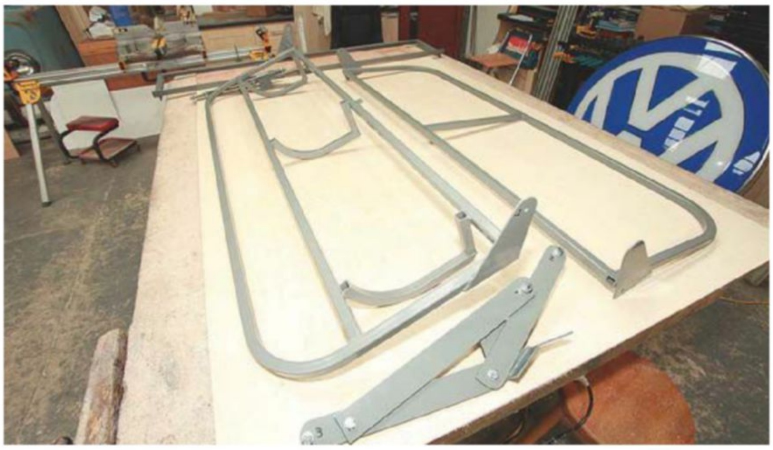
MATERIALS USED: Rust inhibitor, primer and paint, Rusty Lee rock 'n' roll bed

TIME TAKEN: 2 -3 hours

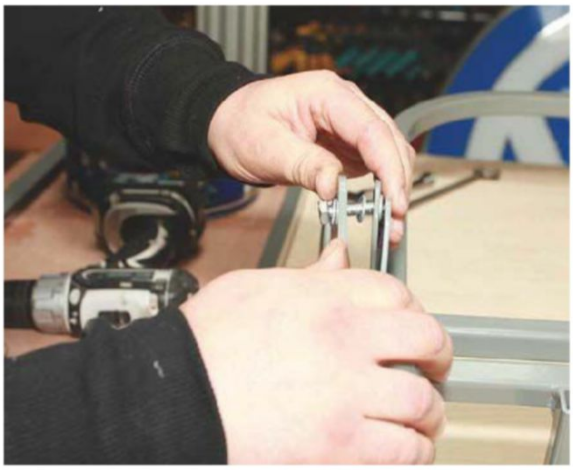
COST DIY: 3/4 width beds start from £255 and go to £280 for full width, including P+P

PRO: £400 - £500 + trimming

01 If you haven't done so already, now's the time to strip as much of your Bus' interior out as you can because you need unrestricted access to both the rear wheelarches and the floor in the back of the Bus to do this job



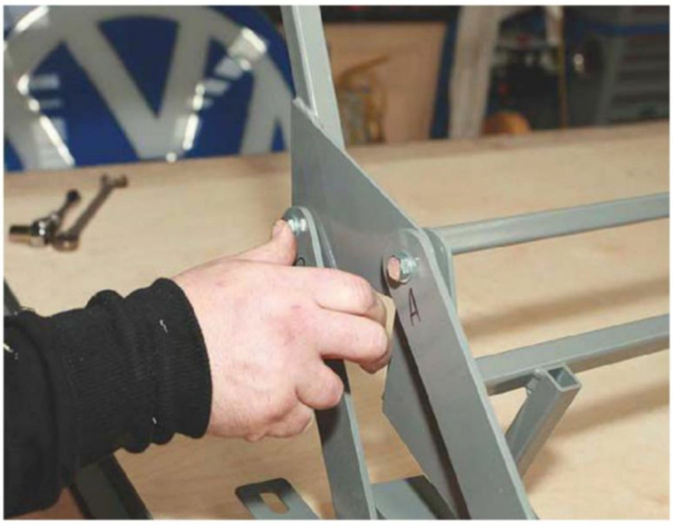
02 Lay the bed sections out and acquaint yourself with the left hand and right hand-specific parts. Lee kindly writes on the bed frame and hinge sections in pen – 1, 2 and 3 on the left, A, B and C on the right. Altogether you should have five separate metal pieces to make up the bed



03 As you're looking at the front of the seat, slot the first pair of the M8 bolts through the hinge with markings 1 and A. Don't forget to add the supplied washers both outside and inside the hinge as shown

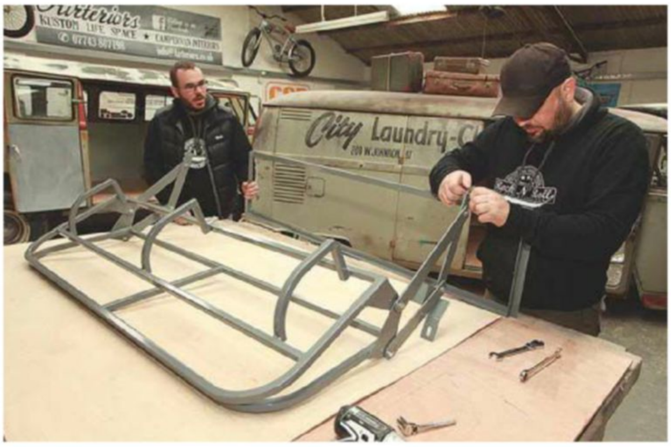
04 Repeat this process on the other side and unite the hinge to the rest of the framework. Pass the bolt through the back rest fixing first, add another washer, then pass the bolt through the lower seat frame fixing and add another washer. You should end up with bolt head, washer, hinge, washer, back rest, washer, lower squab, washer, nut in that order

05 Tighten both sides using a 13mm socket and 17mm spanner



06 Insert the next bolt through both section 2 and B on the left and right hinges into the back rest plate. Don't forget those washers between any metal surfaces

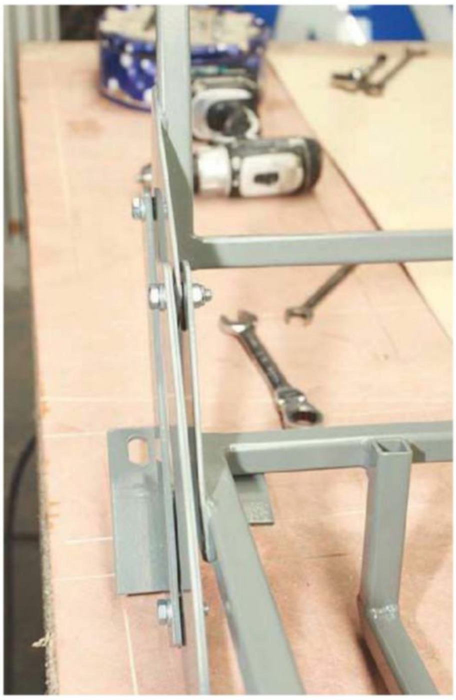
07 Screw on the Nyloc and then tighten with the 13mm and 17mm socket / spanner. Repeat on both sides



08 The two hinges and both lower and rear seat frames should now be united and nipped up tight. Flip the seat over so it's resting on its rear frame and extend the hinge so that sections 3 and C are exposed at the bottom

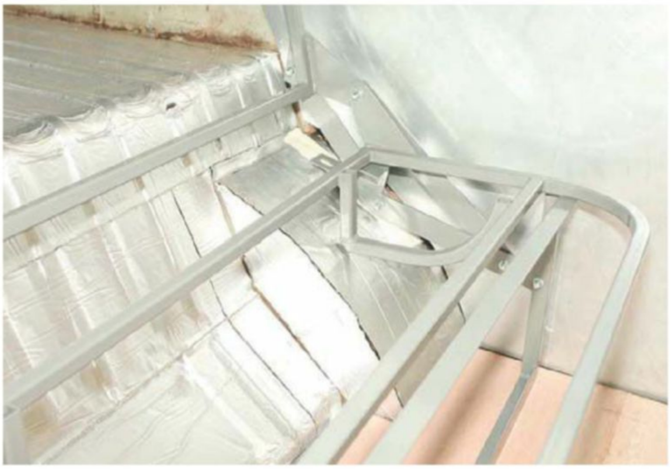
09 Slide the third bolt through, again not forgetting those washers between each metal surface. Ensure the lower seat rest is pointing in the right direction. Tighten the nut and bolt using the 13mm and 17mm spanner / socket

Fit a rock 'n' roll bed



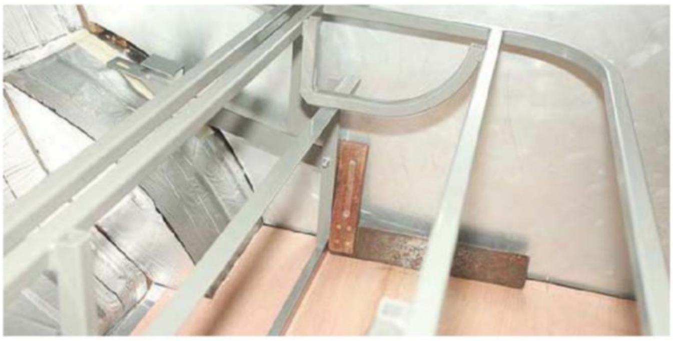
10 After ensuring everything is nipped up nice and tight, stand the seat up to inspect your handiwork. You can see here how the washers are a vital part of the design as they permit enough room for the hinges to slide without interference.

11 Transfer the completed seat to your Bus. Two pairs of hands makes this step much simpler



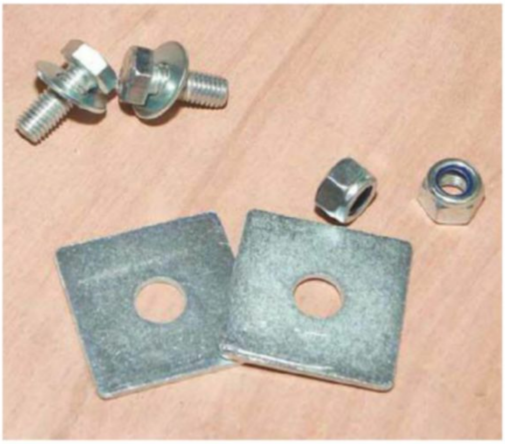
12 Position the seat roughly upright so the bolt-in feet are level with the wheelarches. We used a strip of masking tape to avoid damaging the sound deadening, and also so we could mark the position of the holes to be drilled for the M10 high-tensile bolts. It should sit squarely so the 'arches support it, and obviously be central in the load space

13 Nick then unfolded the bed to ensure it sat straight and checked with a level. Rusty Lee's tag line, 'Sleep like a King' only applies if you put the bed in straight! Quick grips ensured it remained true

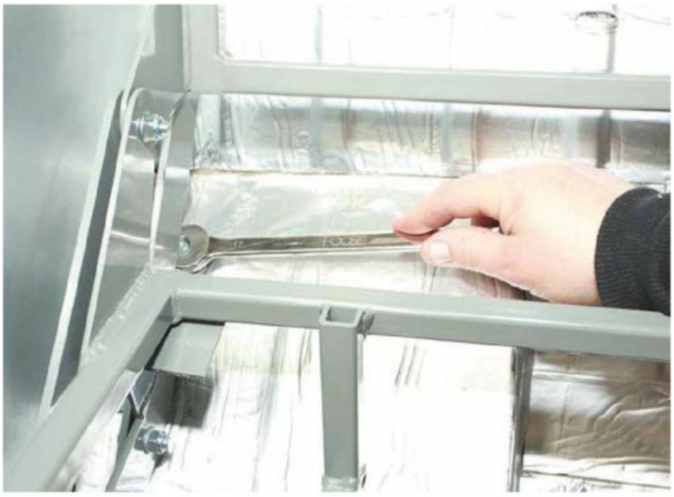


14 Don't forget to check that the lower support structure is also straight using a set square. Mark the position of the holes to be drilled through the wheelarches for the M10 bolts to drop through

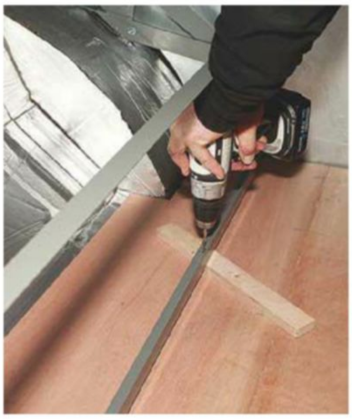
15 With the positions accurately marked, bust out your best stepped hole cutting drill bit. Don't make the holes larger than the diameter of your bolts and ensure your tyres are clear of the 'arches before you puncture them. Don't forget to rust proof the bare metal edges of the holes with a suitable primer or rust preventative treatment



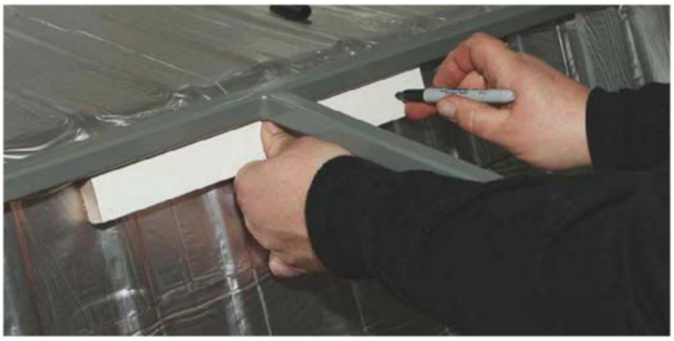
16 The kit come with the spreader plates, the high-tensile bolts and the Nylocs needed to hold the bed in place

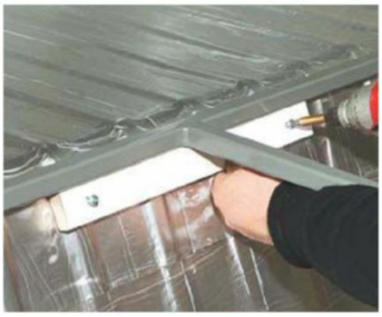


17 With the help of your able assistant, wrestle the bed back into position and drop the bolts through the holes. What you can't see here is that Lee is underneath the Van with the socket ready to nip up the Nyloc from below. Repeat for the other side



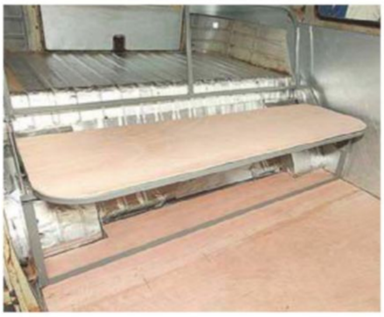
18 Check once again that the lower support frame is straight and true. Using some offcuts of wood, lift the lower framework up slightly and slide the offcuts under so you can drill pilot holes for the self-tappers that will secure the frame to the ply floor. As per the instructions, fit one either side of the frame



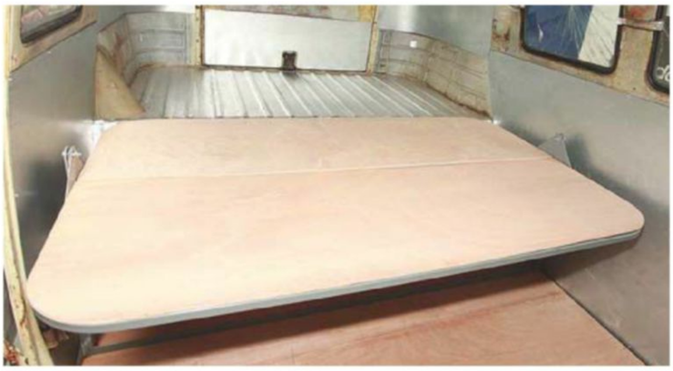


19 To add some extra support to the back of the bed, Nick then made a stop out of some 50mm carcassing / sawn timber. Go very carefully here with the drill as on almost all Splits and all Bays the fuel tank sits right behind here. Ensure the screws to hold this in place are suitably short

USTOM
SPACE



20 The bed comes with two 9mm ply boards that form the base and back rest of your seat. Nick radiused the corners as shown freehand using a jigsaw. If you have never done this job before, we suggest you make a stiff card template, then flip it over so both corners match



21 Affix the boards to the frame using self-tapping screws. This ensures there's nowhere for them to go when you're thrashing about, or when raising and lowering the bed. Now simply add some good quality foam and upholstery of your choice and you're done

Creative

☆ COACHWORKS ☆

Specialists in the art of restoration and modification

See the full feature on this Split in the November issue of Camper&Bus magazine

1966 Splitscreen - full restoration, engine build & repaint

Custom white leather interior by our in-house trimmer

Give us a call to discuss your dreams

01939 235 707 – info@creativecoachworks.co.uk
www.creativecoachworks.co.uk
Unit 1, The Old Creamery, Aston Road, Wem, Shropshire. SY4 5BA

DELL'ORTO

WEBER
CARBURETTORS

Weber and Dell'Orto performance carburettor kits and spare parts from THE specialists

- Twin Weber ICT kits jetted for Type 1/2/3/4 and 25 including Waterboxer
- Twin Weber IDF/ Reconditioned Dell'Orto DRLA kits jetted for Porsche 356 Type 1/2/3/4 and 25 including Waterboxer
- Twin Dell'Orto 36FRDA single choke kits jetted for T4
- Various linkage & manifold kit options including CB Performance and CSP
- Fuel pumps, air filters, trumpets, various linkage and manifold kit options including CB Performance and CSP

EUROCARB

Beware of cheap Chinese copy
Weber carbs.

eurocarb ltd. Reading RG8 7JW T: 0118 9842811 F: 0118 9841709

www.dellorto.co.uk
email sales@dellorto.co.uk

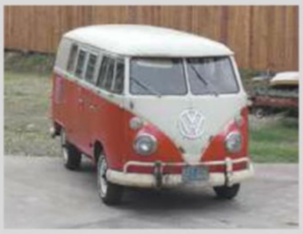
CB PERFORMANCE
HIGH PERFORMANCE
RACING PRODUCTS

CSP
PRODUCTS

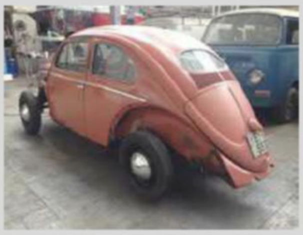
EMPI

www.fbivw.com

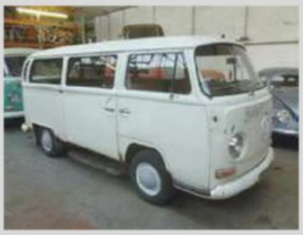
PROJECTS FOR THE WINTER



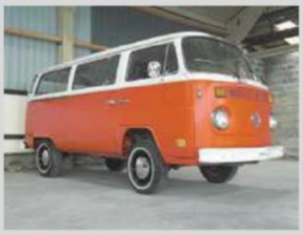
66 Splitscreen
Walkthrough. USA
import. Project
£11,995



56 Oval
Original paint
project. Coral red
£6,500

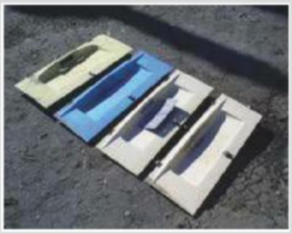


68 Microbus
Original red interior,
original paint. Resto
project
£6,500



72 Microbus
Original paint. Solid
USA import project.
£6,995

- ✓ Rust free cab doors.
- ✓ Rust free front axle beams.
- ✓ Rust free bus engine lids.
- ✓ Bumpers for split and bay bus. Most years.
- ✓ Roof sections & full roofs.
- ✓ Front panels for split and bay.
- ✓ Rear hatch's split & bay.
- ✓ Bus wiper motors. Tested working.



We also have a selection of clearance panels. All imported parts but dented, minor rust or other imperfections. Call for details

T: 01792 585544 E: info@fbivw.com

Credit & Debit cards accepted.

FBIVW, Unit 2 White City Road, Fforestfach,
Swansea SA5 4EE. UK

Chauffeured Wedding Hire

Hire me for your special occasion, wedding,
prom, civil ceremonies, or any event.
Pristine 1970 convertible beetle. Surrey / Home Counties
Please call David Preston for more information.
Tel : 07774 259575 E: davidmarkpreston@hotmail.co.uk

MCJ PRODUCTS
.com

UK Manufactured Billet Volkswagen Accessories and Steering Wheels

Woodrim Steering Wheels available in a range of colours

Split Screen and Bay Window Products
Full range available online

acjimports.co.uk

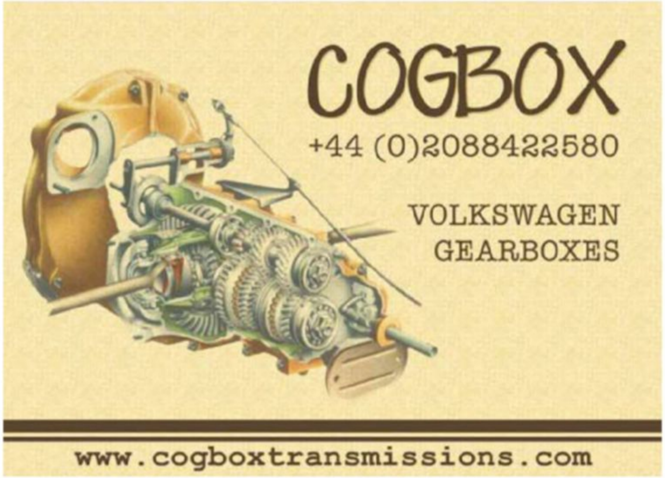
USA Imported rust free parts, vehicles and americana

VISA Maestro MasterCard

Tel - 0777 345 1674
Email - mcjproducts@yahoo.com
Web - www.mcjproducts.com

MST
MOTORSPORTS TULSA
"THE SOURCE FOR QUALITY, CNC MACHINED VW AUTO ACCESSORIES"
918-933-6506
DRESS UP YOUR DUB!
ALT / GEN STAND - BILLET
SERPENTINE PULLEY SYSTEM
PUSH ROD TUBES
OIL PUMP COVER PLATE
ALUMINUM VALVE COVERS
BLACK BLUE RED ALUMINUM
WWW.LIMEBUG.NET

Show Winning Restoration and Paintwork
Servicing, Inspections and MOT's
Lowering and Mechanical upgrades
Modification and Fabrication
Auto Electrics, Split Charge Systems & 240 hook-ups
Vehicle Valuations and FREE frendly advice
Between Nottingham & Leicester, please phone for directions
Johnson
AUTOWORKS
VW SERVICING·MODIFICATION·RESTORATION
teL 01509 889552
www.johnsonautoworks.com



COGBOX
+44 (0)2088422580
VOLKSWAGEN
GEARBOXES
www.cogboxtransmissions.com

Beetlelink
Since 89
info@beetlelink.co.uk
www.beetlelink.co.uk
Unit D2, Preymead Farm, Badshot Lea, Farnham GU9 9LR
Tel: 01252 326767

VooDoo
VOLKSWAGEN RESTORATION
CLASSIC VW RESTORATION, REPAIR AND MODIFICATION
RESTORATION & FABRICATION • GENERAL REPAIR, SERVICE & MOT WORK
MODIFICATION & UPGRADES • INTERIORS & CONVERSIONS • PAINT & CUSTOMISING
Newbury, Berkshire • 01635 521 080
www.voodoovw.com

Evolution
For all your aircooled servicing & repair needs by enthusiasts. Engine reconditioning. Full restoration service. Interior & paints. MOT service. New & second hand parts available. Pre-purchase examinations. Vehicles for sale.
Call: 01722 717570 or mobile: 07736 904232
www.vwevolution.co.uk
VOLKSWAGEN EVOLUTION
Volkswagen Evolution
Building 1, Homeland Security, Chilmark Salisbury SP3 5DU

The LITTLE SPLITTY Company
TOT ROD body shell manufacturer
for childrens go carts Storage box/toy box for inside and outside
Delivery service availiable
adrian@thelittlesplittycompany.com
CONTACT 07735 343 444 OR 01952 279 696
WWW.THELITTLESPLITTYCOMPANY.COM

JBW
JOHN BROWN WHEELS
Telephone: 01926 817444
Cornwood Farm, Napton Road, Stockton, Warwickshire CV47 8HU
Fax: 01926 817784 Email: sales@midlandwheels.com
Alloy Wheels, Tyres & Accessories
www.midlandwheels.com

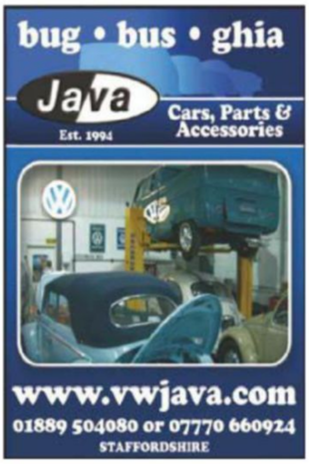
www.KARMANN KONNECTION.com
WE HAVE MOVED !
THE GOLDEN LION, 289 VICTORIA AVE,
SOUTHEND ON SEA, SS2 6NE

3 bow Westfalia style roofracks for Split & Bay! £249 + vat (comes flatpacked)

Whiteband tyres for all T2's with 14" wheels only £69 + VAT each. Restored powder coated bus wheels Bay/T2 & 65 + vat each

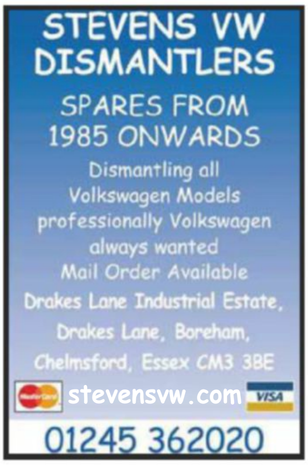
Just arrived from the USA 3 x bays, & a T25, call for more info!

Tel. 01702 340613 - Fax. 01702 332718
www.karmannkonnection.com
info@karmannkonnection.com


bug • bus • ghia
Java
Est. 1994
Cars, Parts & Accessories
www.vwjava.com
01889 504080 or 07770 660924
STAFFORDSHIRE

STERLING Auto
Bespoke made Camper Interiors
From split screen to T5
Self build products
shop.sterlingauto.co.uk
Newbury, Berkshire - 01635 569444
info@sterlingauto.co.uk
www.sterlingauto.co.uk

VINTAGE VS SPEED
Roof Rack
Exhaust Systems
Sports Shifter
www.vintagespeed.co.uk
Dan SIMPSON, strokeit@hotmail.co.uk
contact between
9am-6pm on 01304 812741


STEVENS VW DISMANTLERS
SPARES FROM 1985 ONWARDS
Dismantling all Volkswagen Models
professionally Volkswagen always wanted
Mail Order Available
Drakes Lane Industrial Estate,
Drakes Lane, Boreham,
Chelmsford, Essex CM3 3BE
stevensvw.com
01245 362020

JGE custom wheels
TORKER 5J x 15
GEEBEE 5J x 15
NEW
RADER 5J x 15
KOZMIK 5J x 15
The professional choice for reproduction wheels
01889 504080 / 07770 660924
www.javaglobalenterprises.com

dt dubtricks
Aircooled VW Specialist in North Yorkshire
www.dubtricks.co.uk | 01423 780147
For all your VW needs under one roof, from full restos, to interior builds, MOTs, repairs & servicing.
New: T4 & T5 conversions
See our website for details
also find us on facebook and twitter.

19 85 PBIS
PETER BEST INSURANCE
1985 30 YEARS 2015

Our 'BEST' Deal In
CLASSIC CAR INSURANCE

Looking for a NEW policy or just a great deal on your RENEWAL, our classic car policies deliver exceptional cover at very affordable premiums

Multi-Car Discounts up to 50%
Modern & Classic Cars on One Policy
Special Rates for Collections
FREE Agreed Value
FREE Breakdown & Recovery
Club Member Discounts
Various Mileage Options

Terms & Conditions apply
PBIS only uses High Quality Insurers.

Classic Car - Modern Car - Classic 4x4
Classic Military - Classic Bike - Classic Commercial

FEDERATION TRADE SUPPORTER

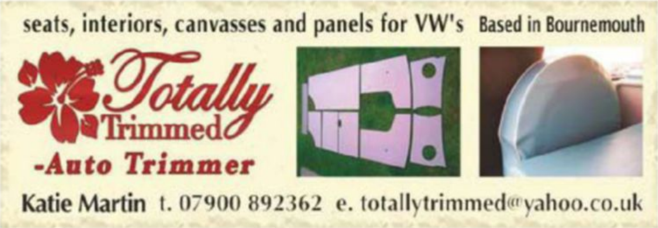
30 YEARS OF QUALITY CLASSIC CAR INSURANCE
01376 574000
www.peterbestinsurance.co.uk
Authorised and Regulated by the Financial Conduct Authority

Danbury MotorCaravans
THE UK's largest
VW camper van dealer!
Call 01454 310000
www.danburymotorcaravans.com

CHRIS GILLEY BEETLES
STOCKPORT
VW Type 1 & 2 Specialist
0161 439 2819
chrisgilleybeetl@btconnect.com
www.chrisgilley.co.uk

www.coolcampers.co.uk
Classic VW Camper Sales 1951-79
Bournemouth 07979 726 763

Henley Beetles
A Complete Solution for restoration,
Customization and Servicing of air-cool
Volkswagen including Camper Van
Tel: 01189 403464
Email: info@limobeetles.co.uk
www.henleybeetles.com


seats, interiors, canvasses and panels for VW's Based in Bournemouth
Totally Trimmed
-Auto Trimmer
Katie Martin t. 07900 892362 e. totallytrimmed@yahoo.co.uk

VW CAMPER CURTAINS LTD
Web: www.vwcampercurtains.co.uk
Email: sarah@vwcampercurtains.co.uk
Tel: 01406 422498
Mobile: 07761 568536
Curtains & Upholstery for all types of Campers, Caravans, Canal Boats, Lorries.....
New FOAM any shape or depth – TRACK – CUSHIONS – BUNTING – BOLSTERS
OVER 700 fabrics to choose from: SURF, HAWAIIAN, HULA GIRLS, RETRO, FLOWERS, STRIPES, CHECKS, SPOTS, PLAIN, BEACH HUTS, BUNTING, SPLITSCREEN, CAMPER & BEETLE FABRIC – Please check out website and email us for FREE samples!

EQUIPPED WITH WHEELS SSP STREET-STYLE-POWER
sspwheels.com

WHATEVER YOUR VOLKSWAGEN PROJECT, WE CAN HELP.
01273 444 048
VWHERITAGE.COM
vwheritage

www.RAWSPEED.co.uk
ENGINE TUNING
Performance Volkswagen Aircooled Engines
& Rolling Road Tuning Specialist
Telephone: Plymouth 01752 656295 - Find us on f

CMC cheshire motor caravans
- Aftermarket Parts / Accessories
- Part / Full Conversions
- D.I.Y. Conversion Kits
- Tuning / Styling
☎ 01606 786566
07913 494634
www.c-m-c.org.uk

VISA DB CAR TRIM MasterCard
VW VAN AND BEETLE TRIM SPECIALISTS (ESTABLISHED 30 YEARS)
www.dbcartrim.com
Replacement seat covers, carpets, headliners, interior panels & panel recovering kits
Tel: 01253 894999 Mobile: 07786 575728

kiwikombis.com
CLASSIC CAMPERVAN HIRE
Kiwi Kombis Classic Campervan Hire in New Zealand
Providing mighty fine splitscreen and baywindow
vans since 2001. A unique way to experience New Zealand.
Check out our website for inspiration
Email: bookings@kiwikombis.com Web: www.kiwikombis.com
Phone: (+64 9) 5339335

Unit 35c
Whitebridge estate,
Stone ST15 8LQ
MIDLAND PAINTWERKS
Volkswagen & classic car body and paint refinishers
From a minor scuff to a full Restoration
Call us on 01785 818 478 or 07976 959 081
www.midlandpaintwerks.co.uk

To advertise here
call Ben on 020 8726 8336

VOLKSWORLD ONLINE CLASSIFIED

Sell you car NOW on www.volksworld.com for ONLY £15 and get a FREE ad in VW magazine

➤ Advertise on www.volksworld.com and your advert will be seen by around 35 000 VW enthusiasts per month.

➤ Anyone can access your advert at anytime, from anywhere, not just magazine readers.

➤ Adverts appear online, and will appear in the magazine for free (please note: we cannot offer a specific issue for your advert to appear in, it will be placed in the next available issue).

➤ It is easy to set up an online classified advert with our simple step by step process.

➤ Your £15 advert includes a large colour photo as part of your online advert.

justkampers.com

www.volksworld.com

Beetles

1973, 1584CC, soft top beetle for sale
Due to our ever growing family we reluctantly need to sell our beloved beetle . White alloyed wheels, two chrome exhaust systems, converted professionally to a convertible. We would consider an exchange for a camper.
Mileage: 17,945. Price: 3500. Location: United Kingdom/warwick
Phone Number: 07818599234
Email Address: tjtracie@tiscali.co.uk

1998 Mexican Beetle RHD white 1600i
MOTd last month, body work is in a good condition (few minor stonechips etc), underneath is solid (waxoyled regularly). Engine runs very well (fuel injected). I havent been using it very much recently (kept in garage) which is why I am selling. It comes with the alloy wheels, and tyres have lots of tread. Mileage: 39500miles. Price: 4500
Location: Tonbridge, Kent
Phone Number: 07958524458

1970 VW Beetle
1970 Beetle, much loved and well looked after. Solid car, and a great runner, real head turner. Dropped front spindles and smart car tyres to get the look. Roof rack, and new brakes etc, mot til jan. tax exempt. Interior needs some tlc and a personal touch. Mileage: 791693. Price: £4,700.00 ono. Location: Gillingham, Kent
Phone Number: 07803 615591
Email Address: Gidonaldson@yahoo.co.uk

Wizard roadster for sale
1972 black wizard roadster convertible for sale. Garaged, good condition, Mot April, tax exempt. Very special car, well looked after, owned for 29 years but now need to sell.
Mileage: 135,000 kilometres. Price: 2500
Location: South London
Phone Number: 07939292969
Email: grahamtennant1@tiscali.co.uk

1972 Volkswagen Beetle 1600 'Alf'
Due to a number of scammers and sadly, time wasters he is still for sale. Please ask if you have any further questions
Mileage: 93000. Price: 3995. Location: Dover, Kent
Phone Number: 07814354122
Email: tracey.prince@hotmail.co.uk

Beetle 1300 For Sale
Beetle 1972 1300. Refurbished as original 9 years ago and kept in garage since. Used occasionally as 2nd car only. Tax exempt. MOT and fully serviced. Mileage: 97856. Price: £3500. Location: Milton Keynes, Buckinghamshire
Phone Number: 01908 641510
Email: milton.reid@btinternet.com

1991 MK2 Golf 1.6 GTD very rare and reliable car
Its time to save up for our wedding so my classic mk2 golf has to go, I have owned the car for the past 4 years with trouble free motoring and returning 45-55mpg. The car is in superb condition for its age 25 years and we will be sad to see it go. Sold with 12 months mot and FSH viewing welcome near warminster wiltshire contact Ian. Mileage: 131k. Price: 1950.00. Location: warminster
Phone: 01985840950 or 07966266323

Transporter (T3, T4 and T5)
Immaculate 2011 T5 conversion 2014, hardly used, 4 berth, rock and roll bed, elevating roof, swivel bench seats, gas hob, oven and grill, sink, tank and water pump, LED lighting, lowered suspension, 180 BHP, 20" alloy wheels, brand new dealer fitted Kenwood Sat/Nav, Bluetooth, hands free and I Phone connectivity. Mileage: 31,000. Price: £34,985.
Location: Dorset
Phone Number: 07973 121667
Email Address: steve@aptiva.co.uk

T25 Caravelle VR6 T4 Camper
Caravell VR6 1998, private plate. 2.8i engine, automatic. Camper Conversion fitted. Mileage: 111000. Price: £10,995. Location: MIDLANDS / STAFFORDSHIRE
Email Address: luke.meads@hotmail.co.uk

Looking For Loving Home
This is our Family's pride and joy The Shmoo, we've had lots of great adventures and lots of fond memories, unfortunately now up for a very reluctant Sale :-(RHD VW Devon Eurovette 1974 Great Condition has been garaged for 40 years, bar adventures of course Solid Van, Great Runner, Very Reliable Engine Rebuilt from scratch by VW Specialist including Twin Carbs Comprehensive History, Restoration pictures and Original Receipt MOT until Feb, Tax Exempt Front Page & 4 page article in Camper and Bus Magazine. Mileage: 23,187 miles after engine rebuild. Price: £16,500. Location: Hampshire
Phone Number: 07766598221
Email Address: sue.ramage@me.com

Classic Camper, Van or Bus (Split and Bay Window)
Lovely LHD 1978 westy. Original colour and interior. Recently rebuilt two litre engine and gearbox. New clutch, electronic ignition. Hook up, leisure battery, modern sound system, top quality canvas. Towbar. Being sold to fund a bespoke resto project. Mileage: 170,000. Price: £16,500. Location: Oxfordshire
Phone Number: 07795567181
Email Address: andrew.parker@some.ox.ac.uk

Daisy 1972 Westfalia (originally from California)
This is Daisy my much loved 1972 VW Westfalia tin top white camper van. Just had reconditioned engine fitted and new parts so good to go on and on. Rock and roll bed, wardrobes, plenty of storage space, original sink and water cooler 'fridge'. Mileage: 57504
Price: 14000. Location: Snape Suffolk
Phone Number: 07837834137
Email: sarah.gallagher1@btinternet.com

Original 1977 Devon Eurovette
This is a rare opportunity to own a very original Devon Eurovette camper van, this is an investment opportunity as well as a means of transport Daisy, 1977 late bay camper who is still completely original from the factory 38 years ago, she left the production line on 1st March 1977, I'm her 3rd owner. Here is the link to the pictures. //camper1977.shutterfly.com
Mileage: 52000. Price: £25000. Location: Grantham, Lincolnshire
Phone Number: 07903755293
Email: debbierimmington@gmail.com

VW Camper with a differenceVW An absolute headturner. Slight rust below the windscreen & on the edging of the van. Other than this, he is solid and full of life. Ready to be used for summer fun. Very very noisy (see youtube video below) https://www.youtube.com/watch?v=v9O8pp8Vfhc £5000 **ANY GENUINE OFFER SECURES-** £500 deposit from buyer within 24hrs None refundable if buyer decides to pull out. Buyer must collect & full monies to be paid by BACS or cash. Call 07507019533 if you would like to come and view. Price: £5000. Location: HIGH BARNET NORTH LONDON
Phone Number: 07507019533
Email Address: hellotamara@me.com

VW Bus
1 Owner from new till this year, only 8600 miles! was stored before receiving a full mechanical overhaul with fresh MOT 9/09/15, ORIGINAL 'BUS' configured with 8 original seats all in amazing condition, Air cooled 1915cc petrol motor. Mileage: 8600
Price: 9000. Location: East London
Phone Number: 07973831952
Email Address: rupert.verdi@keatons.com

Corvair 95 van 1961
1961 very rare 8 door 2.4ltr air cooled boxer engine Chevrolet corvair 95 Corvan . Built to take on VW in the USA , the original scooby doo bus , This van is fresh from Florida , where it was a daily driver. Price: £6500 Ono
Location: weston super mare
Phone Number: 07702221991
Email Address: bombsgone41@gmail.com

1979 2.0Lt T2 Bay Window
Campervan with full standing-height red & white candy stripe Pop top. Right Hand Drive 1979 2.0Lt T2 Bay Window Campervan with full standing-height red & white candy stripe Pop top. Mileage: 141000. Price: 12000
Location: Cambridge
Phone Number: 07951856084
Email Address: marieth_pk@yahoo.fr

Bay/split 1600 twin carb Indonesian import
Show winner Ideal promotional vehicle -used for weddings events photo booth State or art sound system Bespoke interior Excellent condition MOT February 2016 Service history. Mileage: 57,000.00. Price: Cost £16,000 -open to serious offers. Location: South Gloucs
Phone: 07932 156 084/ 01454 415024
Email: Kevinbassett2013@live.co.uk

VW T25 Caravelle Exec 2.6i 2002
Yes you read that right a T25 manufactured in South Africa in 2002 - one of the last ever made. Imported when new into the UK with one careful owner since then. Fully loaded and original. Including beautiful original modern paint and manuals. Will be in Sale area at Vanfest at the Three Counties Show ground on Saturday 5th September 2015
Price: Offers. Location: Birmingham
Phone Number: 07 507 507 999
Email Address: paul_musgrove@me.com

VW Type 2 Bay Window Pick up £12,000
VW Type 2, Bay Window Pick up Truck. 1970. Right Hand Drive. 91000 Miles. 12 months MOT! I have to sell as I have bought a house in need of renovation and must free up some money - Id keep it if i could! A great way for a family to enjoy weekends out!
Mileage: 91500. Price: £12000
Location: FLEET, HAMPSHIRE
Phone: 07799 621775
Email: OLLIEHANCOCK@AOL.COM

20
40
60
80
100
120
140

VDO KMPH Speedo
August 1962 Speedo. Part no 113 957 021C. Kilometre reading 30598. Face and glass unmarked warning lights fitted. Chrome bezel has small dent at the back which cannot be seen when fitted. Price: £50. Location: Devon
Phone Number: 075111240004
Email: rogerknight1641&hotmail.com

VWT2, 78 bay
Reluctant sale of Ruby our T2, 78 bay, full overhaul 2006 all paperwork available, independent gas heating allowing all year usage, rock and roll bed, twin sliding doors to rear, MOT Aug 2016, 66k miles. Mileage: 66,000. Price: £12,000. Location: South Yorkshire
Phone Number: 07519633963
Email Address: dmcarey05@live.co.uk

Rare 1970 Westfalia Weekender
California import. Owned for four years. Very straight panels. All original equipment, stool, bunks, fly screens etc. Years MOT. Drives like new. Try and find a better one! Price: £13,500
Location: South East London
Phone Number: 07585951987
Email Address: winteriscoming@fsmail.net

1978 Bay Window Camper - restoration project
Stalled restoration, have doors, glass, dials, bunk etc. No interior, no roof, spare wheel, Porsche 911 front seats. Replacement engine circa 25K ago. Interested? First person to make a (sensible) offer gets it. Mileage: Circa 25K.
Price: Make an offer. Location: Rugby
Phone Number: 07764638921
Email Address: neil_kirk@hotmail.co.uk

1974 Bay Camper
1974 Blue Bay Window Camper. Devon Conversion. 4 berth; pop top with bunks. reconditioned 1600 engine. Good condition, Pink and Cream interior. Hob and Grill.Used regularly - many adventures. MOT until Feb 2016. Tax Exempt. Mileage: 100k but engine replaced. Price: £13,500. Location: Warwickshire
Phone Number: 07769 698676
Email Address: cresswell_jane@hotmail.com

1971 Bay Window Westphalia Camper. LHD, Canadian version. 1600cc
Two owners since new (proven). 69,000 miles, recent MOT, later type front discs and calipers recently fitted, underside rust free and waxoiled. Stored in dry garage since 1998. Some paint fade but what do you expect after 45 years? All panels sound. Replacement engine, starts and runs like new, no oil leaks. Date of fitting not known. Eberspacher stationary heater. Pop up top with hammock, rear seats convert to double. Inspection welcomed. Mileage: 69,000. Price: £22,000 or near offer. Location: Isle of Wight
Phone Number: 01983 567391
Email Address: kirrancottage@hotmail.co.uk

2013 T5, 22K Miles, Fully Loaded
4 berth, leather, Fridge, Hob, Sink, Potty, Bluetooth, DAB, DVD, professional conversion, Swansea. Mileage: 22,000. Price: 34,500
Location: Swansea
Phone Number: 07786 973020
Email Address: jasonharris39@gmail.com

1977 Bay Window
1977 Volkswagen bay window, MOT July 2016. Very reliable 1600cc Engine. Calipso interior with double rock and roll bed, gas hob and sink. 240 volt hook up and 12volt electricity. excellent body work (garaged daily) with Paris beetle sunroof. Comes with awning so ready to get in and go! Narrowed front beam with dropped spindles and adjustable spring plates. Electronic ignition with newly installed fuel pump. We have owner Jasper since 2005.
Mileage: 37,200
Price: £15,500
Location: Salisbury, Wiltshire
Phone Number: 01722743733
Email: abbeylouisemale@hotmail.co.uk

VW T2 Camper
Australian import 1971 deluxe camper, MOT march 16 RH drive Converted from microbus 2005, 3/4 rock n'roll bed, 2 burner gas hob, auxillary 12v system 240v mains hookup garaged all year round. Mileage: 39,700. Price: £16,250. Location: Dorset
Phone Number: 07789864526

2008 VW T5 Danbury Royale, 20,700 miles, high roof, toilet, automatic - £32,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2010 VW T5 Danbury Surf, 51,000 miles, raising roof - £30,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2009 VW T5 Danbury Surf, 66,000 miles, raising roof, privacy glass - £28,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2010 VW T5 Danbury Surf, 62,000 miles, raising roof, oven - £30,995
Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2012 VW T5 Danbury Active, 35,000 miles, raising roof, toilet - £36,995
. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

1963 Kombi Campervan
Mileage: 19120. Price: £18,500 oiro. Location: Ringwood, Hants.
Phone Number: 07715 117159
Email Address: gavin.johns@yahoo.co.uk

2005 VW T2 Danbury Classic, 16,000 miles, raising roof - £28,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

1968 VW T2 Devon Caravette, 14,500, 1 owner, fully restored - £39,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2004 VW T2 Danbury Classic, 25,000 miles, raising roof - £25,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

1972 VW T2 Westfalia, 101,000 miles, right hand drive, fully restored - £32,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2009 VW T2 Danbury Classic, 4,000 miles, raising roof - £34,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

www.volksworld.com

T25 1991 Autohome Kameo
5 speed watercooled. Outstanding inside & out, not resprayed no welding. Cooker, blow heating, fridge, 240v hookup, comfortable double bed. Lots of storage. Captains chairs. DVD. Runs & drives sweet, low emissions, mot sept '16, clutch 9k ago. Mileage: 126k. Price: 11,900. Location: Fleet, Hampshire
Phone Number: 07521913394
Email Address: len-price@hotmail.co.uk

1976 RHD Australian Import 2L baywindow camper - excellent condition
1976 RHD Camper,rustfree import.Highly maintained-reconditioned 2l engine and 2l gearbox(Cogbox).Devon poptop.Weber 34ICT carbs,Only done 18k since coming to UK in 2003.Professional paintjob.Rare tripmeter and time clock etc etc. Price: £15995. Location: East Sussex South East England
Phone Number: 07855 667369
Email Address: tadpolevw@aol.com

1996 Air Cooled T2 RHD Brazilian Import Camper
Superb bus. One of the last air cooled T2s. White tin top 1600 camper, full MOT, very low mileage waxoyled and garaged. Camper shack interior with full rock and roll bed, kitchenette inc oven grill and fridge,and table. Hook up, leisure battery and some accessories . Roof rack CD Player and cab bunk. Mileage: 10359 (Kilometers). Price: £19950. Location: Bristol
Phone Number: 07909 967885
Email Address: cmdurbin@btinternet.com

1979 Late Bay
2Ltr Unleaded daily runner. Significant restoration work conducted in recent years; various panels; roof; sliding door + track; wheel arches; steps; floor; outriggers; ++ all replaced. Mileage: 77000. Price: 13750. Location: Brecon
Phone Number: 01874 409397
Email Address: james_sophie@hotmail.com

1961 15 window splitscreen
1961 15 window deluxe bus built from scratch 1835cc engine with twin 40mm dellorto carbs complete new front end including 2" narrowed front beam, dropped spindles etc porsche 944 front disc brake conversion kit, all new brake pipes all-round rear IRS conversion kit with rear disc brakes front polished flat 4 fuch's and rear polished original fuch's polished front and rear safari windows, new polished side pop out frames with new glass and fully chromed front door window sections with all new seals and glassPrice: £29,000 ono. Location: kent
Phone Number: 07970 143736
Email Address: stevetabb@gmail.com

1978 2Ltr Camper
My brother (a mechanic) hates campers and was looking forward to pulling it apart, Rust poker in hand he tried very hard to find something, but he was truly disappointed and he had to admit it was the straightest one he has seen. 2Ltr engine with new heads, 2 Twin Choke carbs, King filter, electric fuel pump, Disc brakes up front leather seats, a sweet runner. call for more info. & pics. Mileage: 45K. Price: 17995. Location: Norwich
Phone Number: 07710 433459

1972 Devon Bay camper UK RHD
One previous owner. Present owner since 1982. 1600cc. Historic tax. MOT March 2016. Starts first time. Fully equipped. Price: £10,000 ovno. Location: Cheshire
Phone Number: 07973 222617

1979 VW T2 Transporter
Ex military German Army Radio Vehicle , 1570cc engine, fitted with folding bed, sink/cooker unit and cupboards, fitted custom made blinds, original german army (bundeswehr) green paintwork, MOT Sept 2016 many original Ancillary items inc in sale,
Price: £8,850. Location: South Devon
Phone Number: 07706410275
Email Address: rachel31170@hotmail.co.uk

Holdsworth

Holdsworth joined the VW Camper party later than most of its rivals, but still made quite a name for itself

Words
Richard Gunn

Layout 1
HOLDSWORTH

Given that some of the best-known Volkswagen Camper conversion companies christened themselves after the places they were based – think Westfalia, Danbury and Devon – you might expect the very northern-sounding Holdsworth to have emerged from somewhere like Yorkshire, or Lancashire. But not a bit of it. During its 30-year life, which saw the firm have a few different homes, it didn't stray far from the home counties of England, around London. And its true origins were even more southern than that, all the way down under to Australia.

Holdsworth Motorhomes takes its name from Richard Holdsworth and his Australian wife, Heather. After having spent eight years working in Aus, the couple returned to the UK in the late 1960s and decided to start exploring this much smaller land mass by road. However, they considered existing Campers too expensive, so bought a used Volkswagen Kombi and fitted their own interior. Richard built the furniture, while Heather concentrated on the soft furnishings.

> “Made them sound a lot racier than they were”

Travelling thousands of miles around Britain was quite a fortuitous way of getting their handiwork noticed. Fellow Volkswagen travellers seemed to like what they saw. So, when the Holdsworths returned to London, they decided to turn their craftsmanship into a cottage industry. In 1968, the pair got a loan for £150 from the Midland Bank and, working out of a lock-up garage in Clapham Common, converted 18 Transporters into Campers for others.

The whole thing might have stayed quite small scale, as a money-making hobby, until a firm that sold Volkswagen spares asked Richard to build furniture kits for its customers. It also offered part of its factory, at Ashfield in Surrey, for them to work in. Richard Holdsworth Conversions came into being at that point.

Holdsworth may have arrived on the scene much later than its rivals, many of which had made their name converting Splits, but it soon forged an enviable reputation for itself with its stylish Bay transformations. There were initially two innovative and space-saving designs: Layout one and the more luxurious Layout two, complete with light sapele wood fixtures, Italian planika work surfaces, 'Cushionflor' tiling underfoot and Scandinavian weave seat upholstery to bask in. Hmmm, feel the quality. An elevating roof, made out of aluminium by a company that also fabricated metal alloy for Concorde, was optional.

^ The tangerine dream that was Holdsworth's inviting interiors found on its Bay Window Campers

By 1972, business was so good that the company had to move again, this time to Woodley in Berkshire, birthplace of Chris Tarrant no less! Taking over a hangar there allowed expansion into other marques: Commer, Bedford and Ford, with its ubiquitous Transit. In 1977, British Leyland's load-lugging masterpiece, the Sherpa, was added to the line up. BL was so impressed that it gave the company approved status for its conversions. Volkswagen followed suit, and having such valuable official recognition from the company undoubtedly boosted sales even further.

Rock 'n' roll

Holdsworth moved seamlessly from the Bay to the Type 25 in 1979, marketing models such as the Vision and the Villa. The latter came with a German-made 'rock 'n' roll' bed mechanism, a feature that possibly made them sound a lot racier than they were.

It all seemed to be going rather well. In fact, too well. The business diversified further, this time getting into minibus conversions. And this turned out to be its undoing. A deal was made in the 1990s to supply several thousand bus adaptations, but when it unexpectedly collapsed, Holdsworth found itself with a load of vehicles it couldn't sell. The financial burden proved too much, and Richard sold the company in 1995. It was taken over by John Cockburn, who christened the new concern Cockburn Holdsworth and briefly carried on converting Volkswagen T4s. But by 1998 it was all over for good.

As for Richard, he went on to design and consult for other British and German motorhome manufacturers before becoming a novelist. In 2014, he and Heather returned to Melbourne in Australia, from whence they'd come in the 1960s. However, he remains the honorary president of the Holdsworth Owners' Club and a keen supporter of the vehicles that bore both his name and his sophisticated and inventive design flair. ■

NEXT MONTH • ON SALE 20 NOV

Wild Cherry – Awesome '62 Bug, you know the one
Tiki truck – Crazy Beetle based pick-up
Show report – All the action from VW Action
Top VW tech – What will it be? Tune in next time to see

Any Questions? Email us at tech@cip1.com OR Call us during Office Hours: Mon-Fri 8AM-5PM PST From Europe :00-1-604-881-7858 From Australia TOLL FREE:1-800-628-596

cip1.com

California Import Parts Ltd.

Your #1 Source for Restoration & Performance VW Parts since 1979!

OVER 35 YEARS IN THE VINTAGE VW BUSINESS!

For Specials & Discount Coupons, check us out on Facebook and Twitter

Our 50,000sq ft. Warehouse has over 13,000 parts IN STOCK and ready to ship Worldwide!

5 BUSINESS DAY AIR DELIVERY
FAST 5 DAY INTERNATIONAL SHIPPING TO YOUR DOOR!

44MM DUAL HPMX CARB. KITS
From $499.99USD/kit

WEB SEARCH CODE 47-HPMX

48MM DUAL IDA STYLE CARB. KITS
From $759.99USD/kit

WEB SEARCH CODE 47-48MM

34MM DUAL CARB KITS
From $269.99USD/kit

WEB SEARCH CODE C13-34MM

EPC-32/36 2 BARREL PROGRESSIVE CARB KITS
From $269.99USD/kit

WEB SEARCH CODE C13-2BBL

WE STOCK 3 VERSIONS OF THE 34PICT CARB.
From $139.99USD/ea

WEB SEARCH CODE 113-129-031

WE STOCK 5 VERSIONS OF THE 009 DISTRIBUTOR
From $39.99USD/ea

WEB SEARCH CODE 178-009

WE STOCK 4 VERSIONS OF THE VACUUM ADVANCE (SVDA) DISTRIBUTOR
From $79.99USD/ea

WEB SEARCH CODE 905-205

VW DISTRIBUTORS WITH IGNITOR IGNITION MODULES
From $129.99USD/ea

WEB SEARCH CODE PER-D180810

EMPI HI-PERFORMANCE CAMSHAFTS
From $59.99USD/ea

WEB SEARCH CODE 13-22-4

SCAT CAMSHAFT KITS
$159.99USD/kit

WEB SEARCH CODE C15-2005

COMPLETE RATIO ROCKER ARM SETS
$109.99USD/set

WEB SEARCH CODE RATIO-ARM

SERPENTINE BELT/PULLEY KIT
From $199.99USD/kit

WEB SEARCH CODE C15-80316

COMPUFIRE IGNITION MODULES
From $64.99USD/kit

WEB SEARCH CODE C22-2110

COMPUFIRE HIGH OUTPUT IGNITION SYSTEMS
From $239.99USD/kit

WEB SEARCH CODE C22-1110

PERTRONIX IGNITOR
From $69.99USD/ea

WEB SEARCH CODE PER-184

BOLT-ON FRONT DISC BRAKE KIT
From $199.99USD/kit

WEB SEARCH CODE 4121-80

FRONT DISC BRAKE KITS
From $289.99USD/kit

WEB SEARCH CODE 10-4121

REAR DISC BRAKE KITS
From $279.99USD/kit

WEB SEARCH CODE 4126-KT

OE VW REAR BACKING PLATES
$69.99USD/ea

WEB SEARCH CODE 3-609-4

STAINLESS STEEL LARGE 2-TIP EXHAUSTS
$199.99USD/ea

WEB SEARCH CODE ACC-35067S

CERAMIC COATED STOCK MUFFLER KIT
$199.99USD/kit

WEB SEARCH CODE ACC-C10-6064

CERAMIC COATED EXHAUST SYSTEMS
From $179.99USD/ea

WEB SEARCH CODE C13-55-341

COMPLETE 1963-71 BUS MUFFLER KIT
$169.99USD/kit

WEB SEARCH CODE 51-EKIT

COMPLETE STOCK BEETLE MUFFLER KIT
$129.99USD/kit

WEB SEARCH CODE 35021

BENTLEY SERVICE MANUALS
From $29.99USD/ea

Official Service Manual
WEB SEARCH CODE BENTLEY

HEAVY DUTY CLUTCH KITS
From $119.99USD/kit

WEB SEARCH CODE 5149-KT

BUGPACK BILLET SHIFTERS
From $54.99USD/ea

WEB SEARCH CODE 12-SHIFT

SCAT SHIFTERS
From $99.99USD/ea

WEB SEARCH CODE 15-8050

EMPI SHIFTERS
From $44.99USD/ea

WEB SEARCH CODE 13-SHIFT

SIDE GEAR SET 1961 & LATER SWING AXLE
$99.99USD/set

WEB SEARCH CODE 111-598-081

SWING AXLE & I.R.S. SUPER DIFFS
From $169.99USD/ea

WEB SEARCH CODE S-DIFF

HEAVY DUTY SIDE COVERS
From $44.99USD/ea

WEB SEARCH CODE HD-COVER

TORQUE TOOL KIT
$74.99USD/kit

WEB SEARCH CODE 10-7036

SUPER BEETLE STRUT LOWERING KITS
$189.99USD/kit

WEB SEARCH CODE 60-KIT

SUPER BEETLE LOWERING SPRINGS
From $59.99USD/pr

WEB SEARCH CODE C29-138

VANAGON LOWERING SPRINGS
$199.99USD/set

WEB SEARCH CODE 9879

2 1/2" DROPPED SPINDLES
From $89.99USD/pr

WEB SEARCH CODE ACC-C10-416

COMPLETE STEERING WHEEL KIT
From $149.99USD/kit

WEB SEARCH CODE 498-600

COMPLETE 12V WIPER ASSEMBLY 1967-77 BEETLE
$149.99USD/ea

WEB SEARCH CODE 113-989-955

ELECTRIC FUEL PUMPS FOR ALL APPLICATIONS
From $27.99USD/ea

WEB SEARCH CODE E-PUMP

3-POINT RETRACTABLE SEATBELT KIT
$149.99USD/kit

WEB SEARCH CODE 3PTEU

REPLACEMENT SUNROOF CABLES
From $74.99USD/ea

WEB SEARCH CODE SRCABLE

14" OR 15" WHITEWALL INSERTS
$69.99USD/set

WEB SEARCH CODE WHITEWALL

4 LAYER BEETLE OR GHIA CAR COVERS
$79.99USD/ea

WEB SEARCH CODE 100-010

SWAN NECK MIRRORS
$169.99USD/pr

WEB SEARCH CODE ZVW141

GERMAN FENDER BEADING KIT
$49.99USD/kit

WEB SEARCH CODE 898-022-GR

REPLACEMENT DASH PAD FOR RIGHT-HAND DRIVE 1971-77 BEETLE
$199.99USD/ea

WEB SEARCH CODE B-RHD

CIP1 STOCKS RETROSOUND RADIOS! NEW CLASSIC & MODEL ONE IN STOCK NOW!
From $159.99USD/ea

WEB SEARCH CODE RETROSOUND

NEW RETROSOUND MODEL 2 & ZUMA RADIO IN STOCK NOW!
From $229.99USD/ea

WEB SEARCH CODE ZUMA

DELUXE HIGH OUTPUT ALTERNATOR CONVERSION KIT FOR 12-1600CC BEETLE/GHIA ENGINES
From $139.99USD/kit

WEB SEARCH CODE 5750

STAINLESS STEEL MOLDING KITS
From $59.99USD/kit

WEB SEARCH CODE 113-898-111

REAR QUARTER POP OUT WINDOW KITS
$399.99USD/kit

WEB SEARCH CODE 113-898-400

GENUINE GERMAN MADE BEETLE WINDOW RUBBER KITS
From $99.99USD/kit

WEB SEARCH CODE 121-WGR

CHROME WINDOW MOLDING KITS
From $49.99USD/kit

WEB SEARCH CODE 113-305

CIP1 NOW STOCKS THE FULL LINE OF VDO GAUGES!

WEB SEARCH CODE VDO

CIP1 NOW STOCKS THE FULL LINE OF AUTOMETER GAUGES!

WEB SEARCH CODE AUTOMETER

COMPUFIRE STARTERS
$249.99USD/ea

WEB SEARCH CODE C22-536

BRAND NEW 12V STARTERS
From $79.99USD/ea

WEB SEARCH CODE 311-911

10 LED 7" CRYSTAL HALOGEN HEADLIGHT
$109.99USD/pr

WEB SEARCH CODE C11-S2010LED

HELLA HEADLIGHT ASSEMBLIES
$59.99USD/ea

WEB SEARCH CODE BAA-941-751

STOCK HELLA TAILLIGHT ASSEMBLIES
From $49.99USD/ea

WEB SEARCH CODE BAA-945

All prices are in US dollars. This ad supercedes all previous ads. Prices subject to change without notice. All prices DO NOT include shipping charges. Shipping charges are always extra. Many items are legal for racing only and may never be used upon a highway. Please check your local laws. International shipments may be subject to taxes, duties, and fees, once they reach your country. We have no control over these charges and they may vary widely from country to country. You, as the importer of record, will have to comply with the laws and regulations of your country and will be responsible for these charges.

justkampers.com

Your number one source for quality VW parts & accessories

Free Mainland UK delivery 7 days a week!

Gauge the difference...

Add some luxury to your dash at a fraction of the original cost!

T2 Bay 1972-1979
Deluxe Dash Clock
J39207
£149.00
jk exclusive

T2 Bay 1967-1971
Deluxe Dash Clock
J39131
£149.00
jk exclusive

T2 Split Screen Pre 1967
12v Fuel Gauge
J29333
£49.00
jk exclusive

T2 Split Screen Pre 1967
6v Fuel Gauge
J29334
£49.00
jk exclusive

T2 Bay 1967-1971 (will fit 1972 on)
Tachometer
J29329
£149.00
jk exclusive

ALL MADE IN THE UK

Visit justkampers.com or call 0345 1266266

Find out why we have a five star rating on TRUSTPILOT